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DELAWARE LOTTERIES.
Extra Class, No. 29, Jan. 18, 1860.
67, 40, 71, 35, 51, 32, 78, 48, 10, 4, 47, 56, 69, 72.
Class No. 30, Jan. 18, 1860.
6, 8, 43, 54, 45, 36, 77, 70, 78, 31, 75, 20, 58.
Witness our hands, at Wilmington, Del., Jan. 18, 1860
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JAS. SEAL,
JAMES DUNCAN.
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R. B. COLEMAN & SON HAVE OPENED THE BUTAW HOUSE, in Baltimore.

THE QUESTION OF THE DAY.

Convention of Manufacturers at Meriden.

Helper's Book, John Brown and Slavery Discussed.

A Split and a Bolter's Convention—Resolutions of Both Parties.

Special Correspondence of the New-York Times.
MERIDEN, Wednesday, Jan. 18, 1860.

The Convention of the Manufacturers of Connecticut that took place here to-day had quite a stormy time, resulting in a split between the Republicans and their opponents, and the passage of two series of resolutions of quite a diverse stripe. The following was the call for the Convention:

MANUFACTURERS' CONVENTION AT MERIDEN.—The undersigned, Manufacturers of the State of Connecticut, convened at New-Haven on the 28th day of December, A. D. 1859, for the purpose of taking into consideration the state of the Union at the present crisis in the national affairs, do invite all the manufacturers in the State of Connecticut to meet in convention at Meriden, on Wednesday, the 18th day of January, A. D. 1860, at 10 o'clock A. M., to pass such resolutions, and to agree upon such concert of action as shall tend to allay the present unhappy excitement, which not only disturbs the business of the country, but weakens the ties of a common, political and social brotherhood.

Over a hundred leading manufacturers of the State were present, at 10½ o'clock, which number was augmented to three hundred in the course of the morning. Mr. CHARLES C. ATWATER called the meeting to order. A motion to make Mr. CHARLES A. CONVERSE temporary Chairman, was defeated, and Mr. JAMES D. FRARY was selected for that position.

A motion was made for the appointment of a Committee on Permanent Organization, which gave rise to a long discussion.

Mr. LEWIS, of New-Haven, wanted to have the Committee composed exclusively of manufacturers.

Mr. SANDERS, of New-Britain, appeared to indorse this view, stating that he did not think a man could legitimately be considered a manufacturer because his wife had just had a child. [Laughter.]

The following Committee on organization was chosen:

Mr. Keysburg, of Hartford; L. Babcock, of New-Haven; H. G. Lewis, of New-Haven, James Stanley, of New-Britain; James H. Ashmead, of Hartford; Samuel Austin, Suffield; J. Brown, of Windsor Locks.

A long discussion now followed as to the proper manner of organizing the Convention, and finally the following list of permanent officers was adopted:

A. C. Crosby, President; Vice-Presidents, Ch. A. Converse, Charles Parker, E. H. Owen, H. E. Russell, J. S. Dobson, Samuel Austin, F. M. Brown.

A long discussion ensued on a resolution that all persons acting in the Convention should enrol their names at the Secretary's table.

The House passed the resolution for the enrolment by an overwhelming majority.

Mr. R. A. COLE offered a resolution that, on all ballots or votes to be taken, each Company or Corporation should be entitled to but one vote only.

Mr. ADAMS, of Hartford, opposed the outweighing of a Corporation having a capital of several millions by individuals not having a tithe of their pecuniary interest.

On taking the vote the resolution of Mr. COLE was lost.

Mr. BABCOCK, of New-Haven, moved a Committee to report resolutions.

The Chairman announced that, according to the resolution of enrolment, there were but three members of the Convention authorized to act on the Committee, as but three names were reported on the list of members. The process of enrolment was then commenced, many of those present declining to record their names.

The Chair appointed the Committee on Resolutions as follows:

Mr. Babcock, New-Haven; Mr. Owen, Hartford; Geo. Kellogg, Rockville; F. M. Brown, Windsor Locks; Hon. P. C. Calhoun, N. Kingsley, John Dobson, E. Austin, Mr. Parker, John Palmer, Hartford.

Mr. CALHOUN declined to serve on the Committee. He represented one firm, and he did not want to see corporations of no greater extent have the privilege of casting five hundred votes while he could cast but one. He would not act in such a Convention. [Applause.]

Mr. JAMES AUSTIN made a long and rambling address, deprecating the undertaking to "heave all the slang" upon the rich men of the State. They needn't think they were going to make anything by it. He had sat there and heard them trying to lengthen out this Convention. If they were Union men why didn't they come to the scratch? He was ready for them and the Republicans were ready for them. (Hisses.) The Republicans were ready to meet them in open, fair discussion. They came here as manufacturers and why didn't they speak out? He wanted a decision some way. He wanted to see men in this Convention who came forward and talked to come up and sign their names. Why didn't they do it? He understood it and so did they.

Mr. BABCOCK invited the Committee on Resolutions to meet in the lower room.

Mr. PARKER wished his name withdrawn. He did not consider himself a member of the Convention.

A delegate said he had understood that the Convention was to be taken charge of by the Republicans. He had heard of a comb manufacturer who refused to come, who said "If the South did not want his combs they might go lousy." [Laughter.]

The Chairman supposed that gentlemen sanctioned the use of their names by their presence.

Mr. H. G. LEWIS, of New-Haven, said he had not yet signed his name. He wanted to see what course was going to be pursued by the Convention. There were gentlemen who called the meeting who had not been consulted as to the organization. He asked whether they had been directly or indirectly consulted in one single thing?

A VOICE—Did they expect to be?

Mr. LEWIS—They should naturally expect to be consulted. The man on the platform (Mr. AUSTIN) was the first man that introduced any name of a political party here. [Republican hisses.] He was the first man that has called a party by name. They did not come as partisans. There was no such thing as partisanship in the idea of the meeting. The projectors came to express their sentiments as Union men. He believed that there was a disposition manifested to crush the object of the meeting, and to turn it to partisan purposes. [Hisses.] He had belonged to the old Whig Party himself, but he now did not belong to any political organization. He came here as a manufacturer, to express Union sentiments, and honest sentiments; to condemn wrong wherever it was. He wanted to tell the South that the feelings of brotherhood pervade the North; that our sympathies are with them when they are outraged, and that we would denounce such outrages as freemen. But there was an attempt here to make this a Republican meeting. [Hisses.]

A MEMBER—I claim to be a member of this Convention. I want to see something done, and am ready to do it.

Mr. S. P. AMBLER, of Bridgeport, wanted to know if the gentleman on the platform was one of the signers of the call. He was a member of the firm that started the call, but he saw at the first blush that it was a party concern. He wanted to see the Union sentiment come out strong; to see some nationality displayed. He did not want to see any Black Republicans. (Hisses from the Republicans and applause from the Democrats.) He wanted the Democracy—the National Democracy of these United States. [Hisses and applause.] He stood ready to advocate the rights of the North and the South. The South had been outraged and abused. [Applause.] He, for one, was ready to lend the use of his strong right arm, (a powerful one it is, too,) in defence of the South. (Great confusion, and cries of "Order.") When men undertook to make a Republican meeting of this he was against it. Men in this Convention appeared to want to establish the rule that might makes right. They should act like freemen, and not allow any corporation to put in five hundred votes against the one vote that represented another corporation.

M. A. S. CLEVELAND, of Hartford, wanted the gentlemen to endorse some Union resolutions, which he read. The purport of them was that as manufacturers they knew no North, no South, no East, no West, in the sale of their manufactures, but one Union bound together in one common brotherhood by the blood of our fathers; that they endorsed the language of Hon. BAYLIS PAYTON, denouncing the recent raid upon Virginia as an offence of the gravest character; and advocating the Union forever.

Mr. CLEVELAND disclaimed any other than good faith in this resolution. He believed it was called for. He knew no party. The time had arrived when, if ever, it was necessary to hold Union meetings. He regretted the introduction of party politics and personal aspersions. He thought that the course of the Press generally had been to fasten the conviction upon the mind of Southerners that the North was really to march South and carry death and desolation to the men, women and children of the Southern States. Disunion sentiments never came from Connecticut. [Applause.] Connecticut had too large a share on the page of history for a few presses to set forth with any degree of success that the manufacturers of Connecticut had helped JOHN BROWN and manufactured his pikes. He charged the Hartford *Times* with implicating the manufacturers of Connecticut with the raid of JOHN BROWN. He had his own customers, who did not want any Union resolutions. He had worded his resolutions in the language of BAYLIS PAYTON, who spoke in Philadelphia recently, and who was the owner of many slaves. The freemen of Connecticut would, in his opinion, fight for the rights of the South. He wanted all to stand together under the American flag, disregarding party, and acting only for the common brotherhood. Let them attend to improving their manufactures, and no man in the South would ask them to sell their principles. [Applause.] He regretted the assertion that Connecticut stood ready to make war upon a portion of this Confederacy. Let them know no locality in the sale of their merchandise. Let them show that Connecticut was opposed to disunion, and sustained the principles of Freedom. [Applause.]

A motion was made that the resolutions be adopted.

Mr. ANDREWS read them again for the information of the Convention.

A member wanted to know what the Committee on Resolutions were doing.

Another member wanted the resolutions referred to the Committee.

Mr. AMBLER thought everybody loved the Union, even JOHN BROWN. He thought the resolutions "skim milk." He wanted something stronger. [Laughter.]

Another member thought they might adopt the ten commandments. They all agreed to them.

The resolutions were passed *nem con.*, and the Convention adjourned until 2 P. M. for dinner.

AFTERNOON SESSION.

The Convention was called to order at 2 o'clock—there being nearly four hundred persons present. The Chairman announced that any gentleman who desired to participate, should come forward and sign the roll.

The Committee on Resolutions, through Mr. BABCOCK, reported the following, which the speaker said had been all adopted by a majority of the Committee; and the one relating to proscription had been adopted unanimously. The following are the

RESOLUTIONS:

Whereas, The Independence of the United States was won by the mutual efforts, blood and treasure, of all the Colonies, and the Constitution was established through the mutual concessions of various interests and sections of our country; and,

Whereas, The National Government rests upon the public sentiment, the patriotism, and the common interests of all the people; therefore,

Resolved, That we appeal to the honor and good faith of our brethren North and South, East and West, to sustain the constitutional compact of our Fathers in the spirit in which it was adopted, and to frown upon any attempt to sustain the peculiar views of any section by force or intimidation.

Resolved, That we condemn the spirit which impelled a sovereign State of this Union, in 1832, to threaten civil war for no greater grievance than its opposition to a law of Congress establishing tariff duties upon imports; and the spirit which threatens disunion if this or that candidate for President, or this or that candidate for Speaker, be elected by the constitutional majority to the respective offices named.

Resolved, That we wholly condemn the spirit which drove Judge HOAR, the legal agent of the sovereign State of Massachusetts, from the city of Charleston; the spirit which, at a recent period, caused an invasion of the sovereign State of Virginia by a body of armed men which invasion we emphatically condemn.

Resolved, That we disapprove and condemn the spirit of misrepresentation and falsehood on the part of a portion of the public press which represents any considerable number of the people of the Free States as abolitionists, or as in the slightest degree disposed to interfere with any of the institutions of the sister States; which wicked slanders are emphatically rebuked by the father of his country in his Farewell Address, in these words: "One of the expedients of party to acquire influence in particular districts, is to misrepresent the opinions and aims of other districts. You cannot shield yourselves too much against the jealousies and heart burnings which spring from these misrepresentations."

Resolved, That we renew our professions of fidelity to the Union and the Constitution; that we will defend both against all traitors from whatever quarter they come; and to all factionists, law-breakers, and enemies to our country and its peace and honor, we will answer in the language of the great WEBSTER, "Liberty and Union, now and forever, one and inseparable."

Resolved, That we ascribe to no opinion's sake should find no favor in our confederacy of States, formed for mutual benefits and the general welfare of the people, and that fraternal good-will should take the place of any unfriendly feeling that may have existed between the people of the various States.

In presenting the resolutions, Mr. BABCOCK said that he hoped that the spirit of unity that characterized the Committee would pervade this Convention. They wanted to repudiate any attempt to interfere with the rights and interests and State policy of any of the States of this Union. They condemned all attempts of that character. One question was not touched in the resolutions, upon which he claimed the right to express his opinion, and that was on the subject of the extension of Slavery into the territories. As to the question of the abuses of Slavery, he claimed the right to express his opinion about them just as he would about abuses in Mexico, or Russia, or anywhere else. As to the question of representation based on slave population, he had no doubt that three-quarters of the laws passed by Congress were passed by majorities based upon such representation. He claimed the right to oppose the continuance of such a system. He did not like to see the State of South Carolina, with a white population of 87,000 less than Connecticut, out-voting his State by two Representatives in Congress, and in the electoral college. He didn't want to be told, when he uttered his sentiments on these subjects, that he was invading the rights of the Southern States. So long as they respected themselves the North would respect them, whatever might be their honest convictions. So long as they stood by the Constitution and the Union, and sustained the perpetuity of these United States. Let them renew these pledges like men, disavowing any desire to interfere with any other State. But, let them not, for the sake of the trade that they hoped to retain, go down on their knees and beseech the South to forgive them for holding honest convictions. He trusted that there would be no delay or disagreement in the Convention in the adoption of these resolutions. [Applause.]

Mr JACKSON, of Middletown, wanted to offer an amendment.

The Chairman ruled that the gentleman was not a member of the Convention, as he had not enrolled his name.

Several members called for the reading of the resolutions again, and they were accordingly read by the Clerk.

Mr. JACKSON, in the meantime having signed the roll, claimed to be heard, and great confusion began to prevail throughout the room, many of those present being standing.

Mr. LEWIS, of New-Haven rose to speak.

A member called him to order, on the ground that he was not a member of the Convention.

Mr. LEWIS said he had signed the call and been officiating as a member of the Convention. He would read the call if permitted. And no objection being made, he proceeded to read the call.

Mr. OWEN renewed the objection, that Mr. LEWIS had denied being a member of the Convention.

Mr. LEWIS would tell them that not a single man on the list of the call had been consulted on the organization.

Mr. AUSTIN called Mr. LEWIS to order. Mr. LEWIS sat down amid great confusion.

The resolutions reported by Mr. BABCOCK were then read again.

Mr. DOBSON said he had an amendment to offer, and proceeded to read the following:

Whereas, We find in the compendium of the *Impending Crisis of the South*, by HINTON ROWAN HELPER, page 76, the following unjustifiable avowal, viz:

"No patronage to Pro-Slavery merchants, no guest ship in slave-waiting hotels, no fees to Pro-slavery lawyers, no employment to Pro-Slavery physicians, no audience to Pro-slavery parsons"—

Resolved, That the institution of Slavery being of right reserved to the sovereign States, we deem any interference with it by citizens of non-slaveholding States improper and unjust, and that we deprecate any indulgement of such ungenerous and revolting sentiments as these and many others contained in HELPER'S volume, and do not countenance the support of politicians who do indorse them. [The next resolution was adopted by the Committee.]

Resolved, That we cheerfully concede to each and every State of the Union all the rights, privileges and immunities guaranteed by the Constitution and reserved to the States and the people and we pledge our support to all proper measures calculated to sustain those rights unimpaired.

A delegate objected to the resolution as indefinite.

Another wanted to know if the mover had signed the roll.

Another moved the previous question.

Another member moved that the resolutions be acted upon singly.

Mr. BABCOCK objected that it would take too much time. He thought that there was no more reason to pass upon HELPER'S Book than upon the Richmond *Enquirer*.

Mr. DOBSON said that as HELPER'S Book had been indorsed by leading men, it was important—

Mr. CALVIN DAY insisted upon the previous question.

Mr. LEWIS here undertook to speak again, admitting that he had not signed the roll, but he wanted to explain his position.

The Chairman decided that Mr. LEWIS was out of order, not being a member of the Convention.

Mr. LEWIS declared that the whole proceeding was rag law, and that the Convention was ruled by the Abolitionists.

Mr. JACKSON insisted that he had offered his amendment before the proposition of the previous question.

The objection was raised that Mr. JACKSON was not a member of the Convention at the time of offering his resolutions.

Great confusion here ensued, owing to the dissention among the members, many of whom were standing, and half a dozen talking.

Under the operation of the previous question, the vote was then pressed on the resolutions as offered by Mr. BABCOCK, from the Committee on Resolutions.

The Chairman was unable to decide, the Noes being very loud, and the Ayes ditto.

A SPLIT AND A BOLT.

The Chairman was about putting the motion to the Convention again, when Mr. JACKSON moved that all who were opposed to the resolutions should leave the room.

This caused a general commotion, and amid the jeers and cheers of those who remained, the bolters, comprising, apparently, about half the Convention, left the room, groaning for Abolitionists.

After the bolters had left, the resolutions, as reported by Mr. BABCOCK, were adopted unanimously, and, after a few unimportant speeches, the Convention adjourned *sine die*.

THE BOLTERS' CONVENTION.

The Bolters organized in the room below by the selection of Mr. CONVERSE as temporary Chairman.

Mr. CALHOUN, of Bridgeport, was elected permanent Chairman by acclamation. The following Vice-Presidents were elected: James Hotchkiss, H. Russell, R. S. Pratt, James Pumberford, Charles Parker, D. C. Wilcox, Arthur Jackson, F. B. Andrews, Nathan C. Baldwin, E. P. Whitney. Secretaries—James D. Frary, C. B. Gilbert, C. C. Atwater.

By this time the first Convention having adjourned, the Bolters took possession of the large room—which, by the way, was hired and paid for by their party.

Mr. JACKSON offered a resolution to the effect that the other Convention was Abolitionist in disguise, and deserved the condemnation of this body.

Mr. H. D. SMITH, of Southington, declared that the resolution did not state the truth. The other Convention was not composed of Abolitionists.

Mr. AMBLER wanted to know whether, if a man declared he would lend his horse to help run off a fugitive slave, he could be called an Abolitionist? [Applause.]

Mr. H. D. SMITH said that when that question was asked him, he would reply. He had seen but little of this Convention that he could not subscribe to. He did not believe much in resolutions. Let the North furnish a body of men who would tar and feather WENDELL PHILLIPS, they would do more to satisfy the south than a thousand resolutions.

Mr. JACKSON said he had been refused a hearing in the other Convention; but he would be more generous, and would withdraw the resolution, as it was offensive to some. He thought he was coming to a Union meeting, but he found it a Disunion meeting. Was not this a shame, that there should need to be Union meetings on the soil of New-England, where the first blow for liberty was struck? He longed for the return of the Whig Party. HENRY CLAY was his godfather. He deprecated the spirit which could attempt to create an insurrection in the South. The resolutions were then adopted, as follows:

RESOLUTIONS OF THE BOLTERS.

Whereas, The harmony and fraternal attachment heretofore existing between the people of the United States has been seriously interrupted and disturbed by a restless spirit of fanaticism, tending to acts of violence and blood, and

Whereas, Justice requires that the friends and supporters should every where be discriminated from the enemies and assailants of the Constitution and the Union, we manufacturers of the State of Connecticut, in Convention assembled, hereby publicly declare our sentiments and principles in the following resolutions:

1. That we recognize implicit obedience to the Constitution and laws of the United States to be the paramount duty of every citizen.

2. That we repudiate the doctrine of a higher law applied to the Constitution as a sham and delusion, practically absurd and revolutionary.

3. That our fellow citizens of the slaveholding States being entitled by the Constitution and the laws to the unmolested possession of their slaves, with which the people of other States have no right whatever to interfere individually or collectively, therefore we view the late outrage at Harper's Ferry as a monstrous crime, which no honest man or party could abet or can justify, or should sympathize with.

4. That we consider the continual agitation of the question of Slavery and its abolition to be unwise as well as unjust, and fraught with evils to the slaves as well as to the free population of our common country, more grievious and deplorable than any which such agitation proposes to remedy.

5. That the prosperity of this State is greatly dependent upon the continuance of a free and unrestricted trade with its sister States of the South, and that those who ferment and encourage between us and them alienation and distrust are enemies to the true interests of the State of Connecticut.

6. That in our varied intercourse and extensive business transactions with the people of the Slaveholding States, we have found them fair, liberal and honorable in their dealings, and hold their moral worth and Christian character in much higher estimation than that of their traducers.

7. That however Slavery be estimated in its moral aspect, we cannot deny that the consumers and patrons of its products participate in its responsibilities, and whatever censure it deserves reacts on our own households and pervades all classes of society.

8. That we pledge ourselves to discountenance and resist to the utmost of our ability, that Pharisaical and meddling temper which, forgetting its own shortcomings, assumes the task of reforming its neighbors with a reckless indifference to the means or hazards of such gratuitous interference.

9. That while the voices of eminent men who have heretofore guided the Councils of the Republic to safety, prosperity and honor, are everywhere lifted up in solemn denunciation of party and fanatic rage and of their direful and inevitable consequences; we implore our countrymen to follow their councils rather than those of wild theorists, whose judgments in public or private affairs merits neither their respect nor confidence.

10. That in the future we are resolved to repudiate all ties of party allegiance inconsistent with the maintainance of the foregoing principles, and to give our earnest support at the polls to those candidates alone who will stand by the country, the whole country, and nothing but the country.

The following gentlemen who signed the original call, withdrew their names from the roll of the other Convention:

George T. Newhall, carriage-maker, H. G. Lewis, New-Haven; John S. Dobson, Arthur Jackson, Middletown; James H. Ashmead, Hartford; Henry E. Russel, New-Britain; W. J. Vail, Hartford; Edward Miller, Hon. P. C. Calhoun, Meriden; Reuben Banks, Southington; Oliver B. North, New-Britain; R. A. Coe, Waterton; Ayer Bradley, Jr., Waterbury; R.

had no notification that a single Representative has been elected, and the Senate, therefore, could not act. The members of the House were not sworn.

Mr. FESSENDEN thought the Senate could find out the existence of the House without waiting for a formal communication.

Mr. TRUMBULL asked if the Senator would consent to pass a bill coming from the House in its present condition.

Mr. FESSENDEN said he would hesitate about doing that.

After further debate Mr. HALE withdrew his motion to put the bill on its passage.

Mr. BAYARD, of Delaware, (Dem.,) offered a resolution that no final action shall be taken in the Senate on any bill or joint resolution till no less is received of the organization of the House. Laid over.

Mr. SEBASTIAN, of Arkansas, (Dem.,) introduced a bill to provide for a Superintendent of Indian Affairs for Washington Territory.

Mr. HALE objected to the reading thereof, but the Chair overruled the objection, and the bill was read twice and referred.

After an Executive Session the Senate adjourned.

HOUSE OF REPRESENTATIVES.

WASHINGTON, Wednesday, Jan. 18.

Mr. MCREA, of Mississippi, (Dem.,) was entitled to the floor, but yielded it to Mr. CLOPTON, who was about to address the House, when Mr. WASHBURNE, of Maine, (Rep.,) interrupted him by calling for a vote on Mr. HUTCHINS' resolution for the adoption of the plurality rule. He insisted that they were obliged by law to proceed to vote for Speaker without debate and delay.

Mr. CRAIGE, of North Carolina, (Dem.,) raised a point of order on Mr. WASHBURNE, when the latter repeated that the motion for the adoption of the plurality rule had been heretofore acted on at all times, no matter what proposition was before the House. It was a question of high privilege.

Mr. MCRAE said Mr. WASHBURNE had usurped the floor.

Mr. WASHBURNE—If the gentleman will wait—

Mr. MCRAE—I will not wait.

Mr. WASHBURNE—I suppose I have the floor.

Mr. MCRAE—You have no right to it.

Mr. WASHBURNE—No gentleman has a right to it to debate a point of order or anything else, because the Constitution and parliamentary law require the House to proceed to an election without debate or delay.

The Clerk decided that Mr. WASHBURNE could not deprive Mr. CLOPTON of the floor.

The point of order was further discussed, Mr. WASHBURNE insisting that the Clerk should execute the law and put the question.

Mr. HOUSTON, of Alabama, (Dem.,) protested against Mr. WASHBURNE's interferences and interpositions.

The Clerk said he knew of no parliamentary practice which would warrant Mr. WASHBURNE in taking the floor from Mr. CLOPTON.

Mr. WASHBURNE replied that he did not take the floor from him.

Mr. MORRHEAD, of Pennsylvania, (Rep.,) appealed from the Clerk's decision.

Much confusion prevailed throughout these proceedings.

Mr. PHELPS expressed his astonishment at the factious conduct on the Republican side, and asked whether such conduct was courteous.

Mr. WASHBURNE and others rose to speak.

Mr. CRAIGE, of North Carolina, called them to order.

Mr. BURNETT, of Kentucky, (Dem.,) insisted that the Clerk enforce his decison.

Mr. KELLOGG, of Illinois, (Rep.,) suggested that Mr. CLOPTON proceed with his remarks, and when he shall have concluded his remarks the House proceed to vote for Speaker.

Cries of "Good," "That's right," on the Democratic side. "The House should vote occasionally—at least once a week—for Speaker;" "There was no use of trying to pass the Plurality rule;" "It can't be obtained;" "Mr. WASHBURNE would do no such thing;" "He had the right—" "He wanted to understand." These were the only words heard, as he was frequently interrupted by calls to order from the Democratic side.

Mr. MORRHEAD—Mr. Clerk, can't you put the question to the House?

Cries of "Order" from the same source.

Mr. CRAIGE, of North Carolina, participated in this running debate. He in turn was loudly called to order by the Republican side.

The Clerk suggested that as a question had been raised as to the right of Mr. CLOPTON to the floor, the point should be submitted to the House.

Many on the Democratic side objected to this.

Finally, after more noisy proceedings and points of order, Mr. CLOPTON of Alabama, (Dem.,) commenced his remarks. He said the South was the victim to be led to slaughter. There was but little if any disagreement in his district to the proposition that the South should secede in the event of the election of a Republican President. The people would not submit to that party. An imperious necessity exists for the South to prepare to defend her rights. It is folly to say the Union is not in danger. The ligaments which bound it are one by one being broken. We stand on the verge of a volcano, and its trembling movements portend the eruption. Union meetings cannot bring a sense of security to the Southern people, while in the North Southern rights are trampled upon and disregarded. The people of the South do not want resolves, but action. Put conservative men in office, and then there would be some substantial evidence of returning justice. In the event of the election to the Presidency of a Black Republican, the Union cannot and ought not to be maintained. He contended that the Republicans ignore State Sovereignty, and that if they succeed in abolishing Slavery in the Territories they would then follow out their policy in the Southern States. He asserted that the slave as well as the other property of the Jouth in the Territories should be protected by Congressional law. He advocated the policy of secession as a preventive remedy against injustice, and contended that States have a right to resume the powers which they delegated to the Federal Government. These views, instead of being radical, were, in his opinion, conservative. Threats of civil war could not intimidate the South. Her policy would be peace, but when the Government fails of the ends for which it was instituted, the South would frame a new Government, laying its foundation on such principles and in such forms as would most likely effect their safety and happiness.

Mr. CARTER, of New York, (Ind.,) thought it necessary to make a few remarks, as his course had been commented on by the papers of New-York. He did not vote for Mr. SHERMAN because he identified himself with that party, but because, under existing circumstances, he thought the Republicans ought to have the presiding officer. In so voting he did not indorse HELPER's book. He approved it no more than some of the Democrats indorse the disunion sentiments which have here been expressed. If he believed the Republicans would improperly interfere with the rights of the States, he would have nothing to do with them. This strife which had been carried on here had inflicted wounds on the cause of self-government, which it would require a life of penance to atone for. The so-called Democratic Party was a party for protecting the slaves as chattels and property. It did not hold any principles pertaining to Democracy. He found some of the principles of Democracy in the Republican Party, but none in the so-called Democratic Party. He did not belong to either of the parties, as they were now organized. He could not vote for an Administration man without violating the principles on which he was elected. He could not vote for a South American, because that party is in favor of a Slave Code in the Territories. If it is not so, let any one of them deny it.

Mr. HARDEMAN, of Georgia, (Am.,) said he was in favor of such a code, and intended to demand every Southern right.

Mr. QUARLES, of Tennessee, (Am.,) was for equality, and believed that Tennessee has a right to carry slaves into the common territories, and a right to claim every arm of Government to protect it.

Mr. ETHERIDGE, of Tennessee, (Am.,) said, so help him God he would never give a vote to put Slavery in the territories while the Nebraska-Kansas bill, according to the construction put upon it at the time of its passage, remains in force, for it gives the right to the people while in a territorial condition to regulate Slavery in their own way.

Mr. BOTELER, of Virginia, (American,) and Mr. MOORE, of Kentucky, (American,) in response to a question by Mr. CARTER, said they were in favor of protecting slave property in the territories, and the former said no territory can interfere with those rights.

Mr. BRIGGS, of New-York, (American,) explained that he never believed a necessity existed for legislation on Slavery beyond what is claimed by the Constitution. He approved of non-intervention in the territories as a kind of squatter sovereignty.

Mr. CARTER understood the Southern Opposition to be in favor of a Slave code. He asked if the Northwestern and other Democrats were in favor of such a code.

Mr. MORRIS, of Illinois, (Dem.,) said he was not.

Mr. MCRAE said, Why did not you ask the question of Mr. GILMER?

Mr. CARTER replied he had at a former stage of the proceedings given all the Southern Opposition an opportunity to answer,

Mr. BURNETT claimed that Mr. CARTER had yielded the floor to Mr. MCRAE.

Mr. CARTER earnestly denied this, amid peals of laughter, and much confusion.

Mr. MCRAE repeated—Why did you not put the question to Mr. GILMER?

Mr. CARTER—Mr. GILMER is of age and can answer for himself. [Laughter.]

Mr. MCRAE—You have voted for Mr. GILMER, and now won't let him answer.

Mr. CARTER again asked whether Northern Democrats were in favor of a slave code.

Mr. MCRAE said he would answer, and after that he should ask Mr. GILMER the question.

Mr. CARTER—No, Sir! [Laughter.]

Mr. BURNETT wanted Mr. CARTER to finish his speech or yield the floor, although he understood that Mr. RUST was entitled to it.

The Clerk said Mr. CARTER had a right to yield it to Mr. MCRAE.

The latter answered the question by sending up an exact form of a letter written by him in June last, from which it appears that he does not ask for a Congressional Slave Code or legislation in advance of a necessity which may require it. He does not ask intervention to prohibit or establish Slavery. He claims that when Slavery is established, and the Territory shall fail or refuse to pass laws for its security, or pass laws unfriendly to Slavery, then it becomes the duty of Congress to provide laws for its protection in the event of non-action by the Territorial Legislature on application of slaveholders. He maintained that Slavery is sustained by the Bible and Christianity, and understood that the Northwestern Democracy regarded this as a Judicial question.

Mr. CARTER inquired whether the Democratic Party would vote for the admission of Kansas into the Union under such a constitution as the people may choose to adopt.

Mr. MCRAE, before answering that question, wished to know whether the Republicans believed in the right of property in a black by a white man.

Mr. CARTER had distinctly stated that he belonged to no party. He had spoken for himself. Under our form of government, and the spirit by which it was established, he denied that it acknowleged property in any human being.

Cries from the Democratic side, "That is the higher law."

Mr. MCRAE replied that he wanted to know of one gentleman who took the position that our Government under the Constitution does not recognize Slavery. He said that Mr. CARTER was a disunionist and an unconsitutional man. Was the Fugitive Slave law constitutional?

Mr. CARTER called attention to the intention of the Government, and said while a State had a right to establish Slavery if it chose, it could not extend Slavery one inch beyond its time.

The colloquy was further continued by these gentleman, and was very spirited.

Mr. COX, of Ohio, (Dem.,) said he wished for himself to express the views of the Democracy of Ohio which had lately assembled in Convention at Columbus. He was not speaking for his colleague, (Mr. HOWARD) and not for any gentlemen of his party, but speaking the crystallized expression of the Democracy of Ohio, and he sent the resolutions passed at that Convention to be read by the Clerk. The resolutions reaffirm the Cincinnati Platform, and the principles of absolute and unqualified non-intervention by Congress with Slavery in States and Territories; principles which were recognised by the Compromise of 1850, and repeated in the Kansas-Nebraska bill, and ratified in the election of 1856. They claim that the Territories shall only hold their Territorial condition until they have such population as will entitle them to admission, and that they are entitled to the undisturbed regulation of their domestic affairs, subject to the Constitution of the United States. But they hold that the question of Slavery in the Territories is a judicial question; and when it comes up and is settled by the Courts they will abide by the decision. Mr. COX said it had been well said that the Republican Party might advantageously take that policy of the Democratic Party, and place it in their own system. In response to what had been said about cheating and being cheated by platforms, he said it was an impeachment of the sincerity of the men who made the Cincinnati Platform to say there was any ambiguity as to an expression in favor of non-intervention by Congress, in the resolutions of the Democracy of Ohio. They have crystallized their doctrines in those resolutions, and he challenged any member of the House, and especially the South American portion, who are disposed to sneer at Northwestern Democrats, to show if they were not a fair, full and candid expression of Democratic principle. He gave a frank answer to the gentleman from Georgia, and said he believed there was a closer affinity of principle between the South Americans and Republicans on this question of non-intervention, and he gave at that time the reason which has been affirmed to-day. The Republicans were in favor of bringing the subject before Congress to prohibit Slavery in Territories, while the South Americans went for having Congress take cognizance of the matter to establish and protect Slavery in Territories.

Mr. HARDEMAN said that the Northwestern Democrats had no affiliation with the Georgia Democracy, and he wished to proclaim to this House that the Georgia Democracy know their rights and intend to maintain them.

Mr. COX said the Northwestern Democracy stood on their crystallized platform, on the Cincinnati Platform, the Ohio Platform. That platform upholds non-intervention, whether it comes in the form of protection, or any other form. If Slavery is to be protected in the Territories, let Congress, when they come to decide upon that matter, give that protection, if they can, to that sort of property. If gentlemen will elevate slave property on so high an eminence, they must remember that the object which is placed the highest always catches the strongest breeze.

Mr. STOUT, of Oregon, (Dem.,) thought the gentleman did not in all respects give the opinions of the Northwestern Democracy, but this was not the time for discussion.

Mr. COX claimed to speak for no one but himself, and for the Democracy of Ohio as represented in the resolutions. Every Democratic paper in his State assents to them. They were carefully prepared as the fair and deliberate expression of the Ohio Democracy. If gentlemen objected to Northern Democrats taking the floor, he would remind them that his Southern Democratic friends had, on every occasion, given utterance to their peculiar views, and he saw no reason why the Northern Democrats should not have the same chance. But he did not see any great difference in the Democrats on the floor. The Ohio resolutions do not recognize the Dred Scott decision as having settled this question, but they say that hereafter, when the question shall be settled by the Court, as law-abiding citizens they will bow to it, let the consequences be what they may. There was no distinction between the Northern and Southern Democracy. They come together every four years; they will come together at Charleston, and if these differences cannot be reconciled, they will submit to the will of the Convention, and do service on a common National platform. He had risen because he did not want it to go out from the Republican side of the House that Northern Democrats sit here under the lash of the Southern Democrats, and dare not speak the honest sentiments of their people and of their own hearts on this subject. But they had their own views on this question, and dared avouch them under any circumstances. He commended the resolutions to the careful consideration of the Democrats, North and South.

Mr. MCCLERNAND, of Illinois, (Dem.,) briefly expressed his views and the views of the Illinois Democracy, believing that the people of the Territories have a right to form and regulate their institutions in their own way, subject to the Constitution. Democrats should waive their differences and form a united front against the enemies of the Constitution.

Mr. HOLMAN, of Indiana, (Dem.,) explained the position of his party in Indiana on the subject of Slavery in the Territories,—namely, non-interference and the interpretation given by Mr. BUCHANAN in his letter accepting the nomination to the Presidency.

Mr. MONTGOMERY, of Pennsylvania, (Dem.,) said the question propounded by Mr. CARTER was an abstraction. There was not a single member on the floor who proposed, or intended to propose, a measure for the protection of Slavery in the Territories. There was not a single territory where such a law would become necessary, and, therefore, the question was a mere firebrand thrown in here for the purpose of distracting and dividing the Democratic Party. There should be no law either to prohibit or to establish Slavery. That should be left to the people themselves. He said sixteen of his colleagues had voted for Mr. GILMER, who was not only a large slaveholder, but also an advocate of the code. Go home to your constituents now!

Mr. MORRHEAD said he had voted for Mr. GILMER because the latter was in favor of protection to American industry. If he thought his constituents would meet him with the same scorn and indignation as they would meet Mr. MONTGOMERY, he would go home. His colleague had eaten dirt to obtain the votes of Republicans, and crawled to them for their support.

Mr. MONTGOMERY replied that he was elected by 3,200 majority. As to eating dirt, it was false in every particular. His colleague had crawled into the caves and cellars of Know-Nothingism, and then come out, betrayed the party he had sworn to support, and then turned Republican, and all within three or four years. His colleague should be the last man to talk about inconsistency. [Applause from the Democratic side.]

Mr. COVODE, of Pennsylvania, (Rep.,) wanted to say something he could prove, but Mr. MONTGOMERY refused to yield the floor. After the latter finished, Mr. COVODE rose to refresh Mr. MONTGOMERY's memory. He said he had written a letter, at Mr. MONTGOMERY's request, to the leading Republicans, asking them to support MONTGOMERY, which they did. The letter was written on certain pledges made by his colleague. [Applause on the Republican side.]

Mr. MORRHEAD said his former remarks were thus substantiated. The Republicans expected that Mr. MONTGOMERY would be acting with them. He defended himself from the charge of Mr. MONTGOMERY, that he had boxed the political compass. He had been a Democrat for the greater portion of his life, and had left that party only when he found it slipping away from the principles of Democracy. As to who had crawled, he left that to the House, after Mr. COVODE's exposition.

Mr. MONTGOMERY replied to Mr. COVODE, who, he said, although he had been the candidate of the Republicans of Pennsylvania for Governor, had here voted for Mr. GILMER—a large slaveholder and an advocate of the slave code. If the shoe pinched, it was the fault of Mr. COVODE, who put it on. It was unquestionably true that Mr. COVODE did write such a letter as described, but it was addressed to some of his bitterest opponents, who did not fail to vote against him. He said that Mr. MORRHEAD had, in effect, admitted the truth of what he (Mr. MONTGOMERY) had uttered. His colleague had spoken in terms of commendation of Senator MASON and Gov. SMITH wearing homespun, but why did not his colleague follow the example, instead of wearing French boots, coat and vest, Irish linen and Swiss watch, and, as had been suggested, an Australian undershirt. [Laughter.]

Mr. COVODE said that those who refused to vote for Mr. MONTGOMERY were the latter's neighbors, and knew his colleague better than he did. He (Mr. COVODE) never knew that Mr. GILMER was in favor of the Slave Code.

Mr. MONTGOMERY said that they voted against him because he was a Democrat. Would his colleague again vote for Mr. GILMER?

Cries from the Republican side—"Call the roll."

Adjourned.

THE HOUSE FROM THE GALLERY.

Photographs of Southern Congressmen—Eli Thayer, of Colonial Fame, Sits for his Portrait—A Northwestern Batch.

From Our Own Correspondent.

WASHINGTON, Monday, Jan. 16, 1860.

The House came together this morning with greater appearance of good humor than has been heretofore witnessed. It is clear that the adjournment over Saturday had a good effect, and it is to be hoped that this experiment may be repeated from week to week—should the contest continue so long—with the improvement of adjournments from Thursday night to Monday morning.

The House having come to order at noon, JOHN W. UNDERWOOD, of Georgia, obtained the floor, bearing in his hand a mighty memorandum-book, of twenty inches square, the sight of which filled every timid mind with apprehension. A brief discussion as to some point of order arising, which was vigorously debated between GROW and HOUSTON, gave us relief for a few minutes; but then the inevitable overtook us, and we hardened our faces to the stern task of listening.

Mr. UNDERWOOD is a middle-aged man, having very much the figure and general face of ELIJAH WARD, about 5 feet 10 inches high, thick-bodied, respectable looking, with large forehead, made more observable by partial baldness, a broad, short face, short nose resting on a wide basis, eyes of the lava tinge—a blueish gray without lustre; a fringe of dark beard running around the face under the chin, and a mouth having a good expression of firmness and self-restraint in its compressed outlines. His voice is silvery, but not of compass enough to fill the hall; and he reads his speech in a calm tone, which falls on our auricular palate like a dish of cold veal without vinegar, after one has been making a pretty hearty meal on the hot mulligatawny of GARTRELL and the Indian CURRY, with pepper-pod illustrations by Mr. ROBERT HATTON. Mr. UNDERWOOD applies himself to proving the commercial and pecuniary interest of the North in the preservation of the Union: there is justice, moderation and good sense in his remarks, but nothing to make Rome howl or set Goose Creek on fire with admiration. He pitches into the Underground Railroad Company with vigor, and denounces WM. H. SEWARD as the chief stoker and engineer on that invisible train.

JUDGE L. M. CURRY, of Alabama, sits near the Speaker, quietly absorbed in his newspaper, and only now and then looking up to see if the clouds are breaking, or any other indication that the torrent of small rain-talk will cease. Mr. CURRY is a very striking man, and your correspondent regrets that he came just one day too late to hear the famous speech by him, made early in the session, which still rings in the ears of Congress. He is rather tall, exceedingly well built and graceful, with very thick and well pomaded dark hair, combed straight back from the forehead without partition; a broad and acute brow, shading dark eyes full of electricity and penetration; a sharp gimlet-pattern of nose, pushing its way into all proper subjects; a long upper lip, resting on a strong and well-shaped mouth; small ears, a pale complexion, gold spectacles jauntily worn, and a tuft of brown chin-beard, after the style of VANDYKE's portraits. In conversation Mr. CURRY rapidly warms into measured earnestness, and this intellectual heat seems to act on him like the yelk of an egg on coffee-grounds—clearing the mental decoction and giving it a sharper flavor. He is regarded as one of the rising lights in the Southern hemisphere—*luna inter stellas minores*; sharing this position to some extent with LUCIUS LAMAR, ROGER PRYOR, PORCHER MILES, and one or two others. He is conservative and far-seeing—a laborious man, working with tenacious purpose for position, and pretty certain to achieve it. The peculiar fashion of wearing his hair and the sharpness of his features give him at a distance a certain bird-like air, which may possibly be assumed to attract attention—though such a design would be hardly worthy of his actual acquirements. With a head so well filled inside, he could afford to neglect any peculiarity in its external decorations.

UNDERWOOD still goes on reading—the cold veal without vinegar being now also without salt; but the food has no doubt nutriment in it, if one could only summon up the mental appetite to chew and digest its tender strings. Just at this juncture a little sensation has been created by the sudden appearance of our Virginian WILLIAM SMITH, flaming amazement through the hall in a suit of patriarchal home-spun. WILLIAM SMITH, sublimely unconscious of the impression he is creating, parades with military step to his seat, there balances his gold spectacles on the extreme end of his nose, and proceeds to re-read that *Gazette*, which so nobly came to his rescue in the throes and thrills, the agonies and energies, the deep commotions and vast upheavals of the original egg-nogg controversy. He is a good-tempered, able and much-respected gentleman—his little peculiarities only giving his friends that solicitude which we feel for a child of premature talent indulging certain freaks in the neighborhood of a red hot stove.

JOSHUA HILL, of Georgia, previously described, here interrupts UNDERWOOD, to explain something about certain resolutions passed in the Georgian Legislature, with reference to the Kansas-Nebraska act. This, of course, brings up CRAWFORD, of Georgia, whose ready talent as a debater of party points and political history cannot be too highly eulogized. The whole domestic economy of that Yankee Southern State is now fairly before us, and we are enjoying the differences of construction put on the same words by HILL, CRAWFORD and UNDERWOOD, as representative men of the three Georgian factions. These local washings and exposures on poles of dirty linen are rather amusing, in contrast with the solemn dullness of set speeches. They bring out the natural hatreds of the participants, and these always furnish a delightful spectacle to the philanthropic mind. It is pleasant, moreover, to compare the studied roundness and rhodomontade of a set-speech, with the sudden energy and abrupt force of these impromptu collisions. The set-speech may be described as a courtezan with painted cheeks and ostrich feathers; the sudden interpolation is a gust of wind, blowing around some corner, which shows the draggled petticoat and boots broken at the sides.

At this point, KEITT, of South Carolina, the Murat of Southern Conservatism, lays his lance in rest and lies down over the neck of his rhetorical charger for a free fight amongst the combatants. He is in the trick of it now, shaking his gory locks at every disputant in turn, wheeling, caracoling, curveting and smiting with an appreciative sense of the natural loveliness of combat nowhere else to be found except in the Palmetto State.

UNDERWOOD, on the whole, displays good resources, and talks so well on the spur of the moment that it is to be wondered that he should tie himself down to the tameness of a written harangue. It may be pleaded for him in extenuation that this is his maiden effort, and that even Cicero has commended timidity to orators during their noviciate. Without any particular brilliancy, he has made quite a respectable show to-day, and has impressed the House with an idea that he possesses strong common sense and abilities as a debater, which will rapidly improve with practice.

It is expected that there will be no vote to-day, all parties desiring time to see if any further combinations may be possible. It seems conceded that, as matters stand, JOHN SHERMAN cannot be elected by a majority, and the National men are in no mood for submitting to the Plurality rule. On the other hand, the Democrats have hopes that popular pressure from the South may compel the South Americans to vote for the Democratic candidate now held in reserve as the last chance. I am not at liberty to give his name, but he is a gentleman freely spoken of in connection with the Vice-Presidency nomination. It is obvious that no Northern Democrat can vote for an American without deliberately courting political death; whereas, the South Americans, being in a minority of the National men, can vote for a Democrat on the plea that such action was necessary to avert the Impending Crisis, in the person of JOHN SHERMAN.

ELI THAYER, of Massachusetts, keeps moving about the aisles on the Republican side, and may as well be described while the Georgian novice continues the political anatomy of JOHN BROWN and the Republican Party. THAYER is a man of middle height, strongly and actively moulded, about forty years of age, and with a curious blending of the philanthropist and filibuster in his features. His head is exceedingly high, bald back to the crown, and rather narrow; it is thatched at the sides with thin, dark curly hair, and joined at the ears to an immense and flowing black beard, of the piratical pattern, such as the "Dark Scourge of the Southern Seas" or the husband of the "Bandit's Bride" is described as usually wearing in the novels of that great author, T. HAMILTON VANANDA, or his colleague Mr. SYLVANUS COBB. THAYER has dark eyes set rather closely together, and with a peculiar expression—half of benevolence and half suspicion. His features are good, of the mild Roman sort, his eyebrows dark and well arched, and his complexion florid—as if he chiefly lived on buckwheat, corn, hominy, mush, milk, small tenderloin, fillets of beef, nuts, eggs, apples, raisins, plums and other nutriments of a simple and chiefly farinaceous kind. There is great energy, however, in his whole expression—a nature prone to extremes and very resolute in carrying out its judgments. He is that rare thing, an enthusiast with a practical turn of mind; a man who walks in dreams, but with a resolve to realize them to the utmost of his not narrow power. He thinks, it is said, of finally removing to Virginia to settle there; and if so, will probably be in favor of reopening the African Slave-trade before the third year of his residence within the borders of that stately mother of Presidents. At present he can boast of steam-power equal to that of forty thousand slaves at his factory in Worcester; and he will some day or other long to have the forty thousand humans to carry out the schemes which his prolific brain is perpetually evolving. His mind seems kindred to that of the Scotchman, LAW, as depicted in connection with the South Sea Bubble by LOUIS BLANC in his history of the "Ten Years." Not LAW as commonly regarded—a reckless speculator and dreamer, prodigal in delusions, and luring the people to invest their all in worthless schemes; but LAW as painted by a peer, competent to understand him; a man whose misfortune it was to be in advance of his age, and whose grand theories of credit and finance, commerce and industry, were perverted to selfish and distinctive uses by a combination not able to comprehend their true philosophy and benefit.

The Georgian debate still goes on, to the intense amusement of the Republicans and galleries—JOSHUA HILL getting rather the worst of it now and then from Mr. UNDERWOOD, who has kept improving from the start. But it is now within two minutes of the post hour, and this letter must close. NOBODY.

DEBATE OF TUESDAY.

WASHINGTON, Tuesday, Jan. 17, 1860.

This morning the attendance in the House was unusually thin, and, after prayers, several devices, such as roll-call and so forth, were adopted to give time for a collection of the absentees. After the first roll-call most of the Republicans were in their seats, but the Democratic benches were very sparsely occupied. This process occupied more than half an hour, and then the fillibustering of the day commenced by the withdrawal of GOV. PENNINGTON's resolution.

JOHN HUTCHINS, of Ohio, then took the floor on the Republican side, and began by condemning the bad taste in which the debates on the floor had been hitherto conducted. Mr. HUTCHINS is the successor of JOSHUA R. GIDDINGS, and is understood on this occasion to represent the sentiments of JOHN SHERMAN, who is returned from the adjoining District. He begins by asserting that no man who supports the Administration, or is in favor of the reopening of the African Slave-trade, or is opposed to the immediate admission of Kansas, should be considered eligible for the Speakership. He is a medium-sized man, with broad shoulders and rather thin legs; dark crispy-curled hair, beginning to silver; a broad, finely-marked forehead; straight nose, thin cheeks, a large straight mouth with muscular lips; a strong square chin, sallow complexion and thin brown whiskers, only allowed to grow over the throat beneath the chin. He speaks with good point but a common-place manner, and might have received his oratorical education by attending auction sales in any Western town. He is clearly a man of common-sense and decisive judgment, cautious, deliberate, not wishing to give offence and yet not afraid to express his opinions.

He was interrupted by ISRAEL WASHBURNE, Jr., of Maine, who rose to cite authorities in proof of the proposition that a plurality of votes is *de facto* an election of Speaker. He cited various books and documents in support of this rather startling theory, and defended it with some vigor against the objections urged by Gen. MILLSON, of Tennessee. Mr. WASHBURNE is a short, fair-haired and white-faced young man, with high shoulders, great nervousness of manner; a prominent nose, and lower face protruding beyond the line of the forehead; eye-brows almost colorless, silver spectacles, a prominent straight mouth of average size, and without any beard or whisker. As a parliamentary lawyer he shows great research and acuteness—speaking with much the manner of a New-York lawyer in a large patent case, his manner and words having in them nothing of the Buncombe order. He talks to business before the House in a business way, clearly, fluently, and with the legal precision of civil causes. He speaks as if addressing the sense of a judge, and not appealing to the passions of a jury.

SAMUEL R. CURTIS, of Iowa, suggests that the House should at once declare, either its tallest man or its shortest man, its heaviest man or its lightest man, its oldest man or its youngest man, Speaker—and then proceed afterwards to find out the individual indicated by its choice. PORCHER MILES, of South Carolina, suggests as an amendment to this sensible proposal, the still more sensible one that the House shall pass a resolution giving the President plenary power to raise money to carry on the Government, after which the House shall stand adjourned until this time twelve months. Mr. HUTCHINS, as he proceeds, does the very reverse of improve on acquaintance; he boasts his physical ability to sit in the House for a week, and advises all those not in equally robust health to go home to their constituencies. He also says the National men have been hanging themselves before the country, so that the Republicans have now only the task of burying the dead body in order to relieve themselves of its putrefying smell. He declares this "a sanitary necessity," and gives a broad grin at his own threadbare wit—while every other man in the House feels a tumult in the epigastric region, such as may be variously produced, either by ipecacuanha or disgust.

This gentleman having ended, a vote is then taken as to whether the roll shall be called or not—a mere dilatory motion, intended to kill time, and without any other object. It seems settled that no business of any consequence shall be transacted to-day, the muddy, muggy, foggy, drizzling, slushy, steaming weather having had a depressing effect on the oratorical barometer. Your correspondent is half tempted to exclaim—So mote it be forever!

As a parenthesis, while the vote is going on, it may be mentioned that the friends of HORACE F. CLARK deny that any Philadelphia caucus of the eight Anti-Lecomptonites was ever held. There was, beyond doubt, an understanding of the nature indicated in one of my previous letters, but not as the formal result of any regular caucus. It may also be mentioned that WARREN WINSLOW is strongly urged as the next national candidate for Speaker—HAMILTON, of Texas, having been fairly tried and found wanting. Mr. WINSLOW's name is also freely canvassed in connection with the Vice-Presidency, if a Northern man should receive the higher nomination at Charleston, and the New-England delegates, many of whom are now here, including Dr. LORING and Col. WRIGHT, of Massachusetts; GOV. DANA, of Maine; Judge SMALLEY, of Vermont, and several more—are all believed to be sound in favor of this North Carolina candidate. This possibility makes WINSLOW averse to be mentioned in connection with the Speakership, believing, as he does, that, under present circumstances, the ballot for him could not be anything more than a mere complimentary demonstration. Until some combination has been formed on the National side, the men put up as candidates will resemble hogs driven towards Cincinnati—the pleasant oak forests and prairies lying behind them; the slaughter-houses and sausage-machines looming up large in the immediate future.

A discussion has sprung up on a point of order, in which ISRAEL WASHBURNE, Jr., JOHN H. REAGAN, of TEXAS, GEORGE S. HOUSTON, of Alabama, and various others, are taking excited parts. It is a mere point of parliamentary law and privilege, constantly shifting in aspect, and as unstable as the Goodwin Sands. It is swallowing up whole argosies of ingenuity and little navies of nice experience. Mr. WASHBURNE holds his own with good success against half-a-dozen combatants, but has been rather cornered by Mr. HOUSTON, who cites a contrary line of action and argument adopted by Mr. WASHBURNE in the great struggle which resulted in the election of N. P. BANKS, the present candidate of the *Herald* for the Presidency.

Col. BURTON CRAIGE, of North Carolina, is at last drawn into this little whirlpool, but escapes out of it very soon without any material damage. He is a tall, military-looking man, with shortish gray hair, shaved cheeks, a brow square and prominent across the eyes, a straight nose, rather high cheek bones a healthful complexion, and a mouth of the average size, with a good deal of quiet force in its curves and lines. He appears to be a man reticent of speech, and rather preferring the post of observer to that of participant in the stormy struggles going on. He is an old member, and marches around the House with a pleasant smile, apparently absorbed in other thoughts, of a kind more agreeable than politics can furnish. He bears a very close resemblance to THURLOW WEED, but holds himself more erect in figure, and seems free from the intellectual steam-pressure which is eternally driving the great Republican manager at the rate of an express train over a doubtful bridge. There is also this difference—that Col. CRAIGE's eyes are gray, and lack, moreover, the subtle, overwhelming electricity which is poured out from the hazel sight-machinery of Mr. WEED.

The discussion on the point of order waxes fast and furious—BURNETT, of Kentucky, previously described, now peeling off his coat, feeling his mental biceps, and jumping into the ring for a free fight against all gainsayers. JOHN HUTCHINS, Wm. BARKSDALE and various others take part, and the indiscriminating war rages all around and all over the rhetorical battle-field. It is exceedingly dull, and now within ten minutes of three; so this letter may close. NOBODY.

POLITICAL.

PRESIDENTIAL—HON. EDWARD BATES, OF MISSOURI.

ST. LOUIS, Mo., Tuesday, Jan. 10, 1860.

To the Editor of the New-York Times:

A dripping wet day interrupts the business which has called me hither; I therefore sit down to recite to you a few facts which have fallen under my notice within the last three weeks, during which I have been in this city. I observe in the Eastern as well as the Western papers frequent allusions to Mr. EDWARD BATES, of St. Louis, as a candidate for the Presidency, and I suppose a sketch of his life and character will be acceptable to you and your readers.

Mr. BATES is a native of Virginia, and is about 65 years of age. He came here at 20 years of age, and soon engaged in the practice of the law. He was one of the delegates who framed the Constitution of Missouri, and such was his prominence, even at this early period, that he was selected as the first Attorney-General of the State. Since that time he has for the most part devoted himself to his profession, though he has been a member of Congress and a Judge of one of the State Courts, and has had various other high offices tendered to him, both local and national. He married a most estimable lady of North Carolina, by whom he has had a numerous family of sons and daughters, eight of whom are still living. The eldest son is a lawyer of very eminent abilities, though he is chiefly devoted to farming in this vicinity. Another is a physician, and others are qualifying themselves for various pursuits.

Mr. BATES lives in a plain, though large and handsome brick house, recently erected on a commanding site, four miles west of the city. His style of living is simple but generous, the administration of the household being conducted with the utmost order and system. His table has all the abundance characteristic of the teeming West; the meal is never tasted till the blessing is asked from on high. At an early hour in the morning, the family, servants and all, summoned by the big bell, are collected in the parlor. Here a chapter in the Holy Book is read, and the prayer offered. Family prayer also closes the duties and pleasures of the day.

In person, Mr. BATES is a little below the middle height, but of substantial form. His general aspect presents a mixture of modesty and dignity. His hair and beard are full, and silvered in patches; his countenance is cheerful and lively, and during conversation exhibits rapid transitions with the play of his mind; his brow is prominent, and his eye piercing, manifesting a high development of the perceptive faculties. He is eloquent by nature, and is one of the most finished orators of the great West: as a lawyer, he stands in the front rank.

I have not heard him in public, but I have listened to his conversation, which is in the highest degree winning and instructive. In early life Mr. BATES came much in contact with the old French settlers of this region, and from them, I suspect, derived something of that courtesy and refinement which characterize him; probably, too, his intercourse with them, and his habit of speaking their language, contributed to that perfection of elocution which gives a zest to all he says. At all events, his mind is full, his knowledge exact, his recollection clear, prompt, and positive. His imagination is lively, and humorous associations constantly flash over his discourse. He abounds in anecdote, historical and personal, and frequently illustrates his views by incidents connected with his own experience and observation.

Though Mr. BATES, as well from taste as the claims of a large family, has shunned political life, he is still known and regarded here as a profound statesman, acquainted with the history of ancient and modern Governments, and especially familiar with that of our own country. On these subjects he has long been a copious and influential writer. In connection with him, I have been particularly struck, not only with his mass of political facts, but with his powers of analysis, and the force and felicity with which he siezes and presents the genius of political systems subjected to his consideration.

Though Mr. BATES has not accepted political station, except in the few instances I have mentioned, he has, for nearly forty years, been the active and efficient friend and promoter of religious, charitable and educational institutions in this large and flourishing city. To them he has contributed his influence, his time, and his eloquence. He is, therefore, highly respected; nay more, he is, I believe, universally beloved. His name is unsullied alike by reproach and suspicion. Though not generally known in the East, except to those who have had opportunities of extensive observation, he has here in this great valley a wide celebrity, and probably enjoys at this moment a more complete and universal confidence than any other man in it.

Such is a brief sketch of Mr. BATES, made up from the casual opportunities which have fallen in my way. Of his political principles I need not speak, as they are generally known. He is very currently spoken of here as a candidate for the Presidency. He is a son of the West—if not by birth, by adoption and association. He is familiar with the history, the interests and the traditions of these Western States. Sanguine politicians in this quarter maintain that, if he should be adopted as the candidate of the united Republicans and Whigs, the prairies would be on fire with a patriotic zeal which has not been witnessed since the year 1840. I should judge, by what I see, that he would carry Missouri, to which others add Kentucky and Tennessee.

These facts I give you, without note or comment.

Yours, O. K.

NEW-JERSEY—GOV. OLDEN'S INAUGURAL.

In his Inaugural Address, delivered on Tuesday, GOV. OLDEN, of New-Jersey, discusses the question of State rights, and urges the necessity of obedience to the Fugitive Slave Law. He says:

In order that this State sovereignty shall not be perverted or abused, as it might by refusing acts of justice or comity to sister States, the Federal Constitution provides against such emergencies; and inasmuch as persons owing service in one State would be very likely to escape to another where they would be free, an express provision was introduced by general consent to protect and enforce the right of the master to claim his absconding servant. However odious the institution of Slavery may have become, or whatever religion, logic, or eloquence may urge against it, *the original compact binds each and every State in the Union to a recognition of the right of the master to retain that species of property at home unmolested, and to reclaim his servant in any other State where he may be found.* Whatever Federal legislation is needed to give effect to that right, is merely in furtherance of the original compact, and aid and countenance given to the denial, or abridgement of it, is an act of bad

kept a grocery at No. 67 Houston-street. As he could not meet his engagements from the profits of the business, he shut up his shop and indemnified his landlord, Mr. Theodore F. Bouton, for not paying the rent, by executing to him a bill of sale of the counters, shelving and show-case. Two weeks passed, when he again desired to start business, and requiring fixtures, determined to take those which still remained at No. 67 Houston-street. So, early on the morning of the 15th of January, he went there and carted them away. Mr. Bouton soon heard of this singular proceeding, and yesterday caused Sonting's arrest on a charge of grand larceny. Justice Brasas held the accused for trial.

THEFT OF SEWING SILK.

Two lads, employed at No. 4 Wall-street, were arrested yesterday, by Officer Devoy, on a charge of having stolen thirty pounds of sewing-silk, valued at $310, from the basement of that building. The property was owned by Mr. Edward B. Rice, of No. 39 Pine-street. Both the lads at first denied the theft, but finally one of them owned to having taken half a pound of it, which he restored to the officer. It is thought the remainder will also be recovered. Justice Connolly committed both to answer.

AN UNSUCCESSFUL PLAN.

On Tuesday evening the porter in Mr. Francis E. Wheeler's grocery store, No. 161 South-street, heard a noise in the upper part of the building just as he was closing the store for the night. On searching to ascertain the cause he discovered a young man named Henry Roys, endeavoring to conceal himself behind some barrels. The porter handed Roys to the Police, and yesterday Justice Connolly committed him to the Tombs. The prisoner stated that he and two others had concocted a plan to rob the store.

Mayor Wood and the Police.

To the Editor of the New-York Times:

Mayor Wood has at length made application for power to the right quarter, and has been successful. He has obtained from the Police Board ten policemen, of his own selection, for the City Hall Precinct. This was effected with the concurrence of Mr. Stillman, the President of the Board, to whom, in conjunction with the General Superintendent, the Board had delegated the making of transfers, in May last. The General Superintendent did not agree to the transfer, hence the necessity, in order to accomplish it, for the Board to reserve the power.

The City Hall Precinct may be considered the Mayor's right arm for the enforcement of the City ordinances, and to withhold from it the men of his selection might be regarded as obstructing him in the way of his duty. By organizing the Precinct in accordance with the Mayor's advice, he becomes personally as well as officially responsible for its efficiency. CIVIS.

Alleged Forgeries by a Member of the Massachusetts Legislature.—For a day or two past rumors have been current of forgeries committed by a member of the Massachusetts Senate, without, however, the mention of any names. The *Courier* of this morning alludes to the subject, and speaks of the guilty party as a member of the Legislature." The amount mentioned is $3,600, and names and circumstances are given in the street, which we do not propose to mention at present, as the matter, it is said, has been adjusted, and the spurious paper withdrawn from circulation.—*Boston Traveller, 17th.*

The Wisconsin Institution for the Deaf and Dumb has 73 inmates, of whom 48 are boys. It is calculated that there are in the State 150 others entitled to the benefits of the asylum.

MONETARY AFFAIRS.

Sales at the Stock Exchange—Jan. 18.

$10,000 U. S. 6s, 1874	100¾	200 N.Y. Central R.a	15 74⅞
5,000 N. Carolina 6s	94	100 do	b60 74⅞
30,000 Tenn. 6s '90	85⅜	200 do	s30 74⅞
1,000 do	85½	50 do	s10 74⅞
9,000 Va. State 6s	91⅝	100 do	b15 74⅝
11,000 Mo. State 6s	79½	405 do	74⅝
3,000 do	79¾	5 Hudson River R	41⅜
4,000 Cal. Lar. Bs 7s	81	500 La Crosse & Mill.R	¾
3,000 California St. 7s	82¾	500 Erie Railroad	8½
4,000 N. Y. Cen. R. 7s, 100		35 do	b3 8¾
2,000 Erie 2d M. Bds	91	30 Mich. Central R	36¾
5,000 Ind. R. R. 1st M.	106	100 M.So.&N.la G.S.s60	15½
4,000 Harlem R. 1st M.	94	100 do	s30 15¾
10,000 Harl m 2d M. B.	93	50 do	16
5,000 M. C. R. & C. 1st M.Fk.F. C. t B.	90	435 Panama Railroad	127½
2,000 Ill. Cent. R. Bs	85⅜	100 do	b60 127¾
2,000 Illinois Cen. Bs	85½	10 do	p60 128
7 Bank of S. of N. Y.	97	100 do	b60 127¾
18 Bank of Commerce	96	100 Illinois Cen. R	57
5 do. Nicholas Bank	100	150 do	56¾
120 Del. & Hud. C'l Co.	92¾	00 do	58⅞
100 do	92⅝	50 Clev.,Col. & Cin.R.	94¾
20 Penn. Coal Co	83½	11 Galena & Chic. R.	62⅜
100 Cumb. Coal Pref.	15¾	250 do	62¼
50 do	15⅜	150 do	b30 63
10 Pac. M S. Co	b60 76	200 Clev. & Tol. R	19½
10 N. Y. Central R.	b60 75	100 do	b3 19⅝
655 do	74⅜	50 Chic & R. Isl. R.	63
50 do	b60 74⅝	650 do	63¾
50 do	b30 74⅝	50 do	b30 63¾
50 do	b3 74⅜	300 do	s30 63¾
200 do	b10 74⅜	6 do	b3 63½

SECOND BOARD.

$7,000 Mo. State 6s	79¾	200 N. Y. Cen. R.	s10 74
1,000 Erie R. 6th M. Bs.	89½	50 do	s60 73¾
2 000 Ill. Cen. R. Bs	86	1000 Reading R.	38
25 American Ex. Bk	100	1000 do	38
22 Chatham Bank	92	100 Gal. & Chic R.	b4 62¾
30 Merchants' Bank	104¾	15 Panama Railroad	127¾
5 Corn Exchange Bk.	88	100 do	s30 127¾
15 Erie R.	8¾	100 Ill. Central R.	56¾
60 N.Y. Cent R.	b30 74⅝	600 Cleve. & Toledo R.	19⅜
100 do	74⅜	100 do	19¾
250 do	b60 74⅜	300 Chic. & R. Isl. R.	63
550 do	b10 74⅜	300 do	b30 63¼
100 do	74	100 do	b60 63⅜
50 do	b10 74⅜	250 do	b3 63¾
400 do	b3 74⅜	200 do	s30 63
250 do	s60 74		

WEDNESDAY, Jan. 18—P. M.

After the sailing of the *Arabia* to-day, Exchange and Money affairs were generally quiet. The amount of cash balances brought into the Street for temporary employment have further increased, and while the rule on demand loans to the Stock Brokers is 7 ₩ cent., the exceptions at 6 ₩ cent. on select collateral and to old established firms are more frequent. The rates on mercantile paper, outside of Bank, are also tending to better figures for the borrower: 60-day prime acceptances are 7@7½ ₩ cent., and select 4@6 months double name paper is quoted at 8 ₩ cent., with exceptions at even 7@7½ ₩ cent. We learn, altogether, of less doing outside of Bank this week than last, which, as remarked yesterday, is to be attributed in part to the advance in Exchange. While the terms on London were so tempting as 108@108½ ₩ cent., they influenced a larger demand for Money on the paper of the Grocers and Dry Goods Jobbers. For the *Arabia* the rates closed 108¾@109 ₩ cent.; the outside figure rather nominal so far as actual transactions are reported. The present mail is the largest sent out since the new year. The next opportunity is the *New-York*, screw steamer on Saturday for Bremen, touching at Southampton.

The Stock Exchange was firm on the State and Federal Stocks at the early Board, and a fair demand obtained for most of the Railway Shares, and for some of the Railway Bonds, at the full prices of yesterday. New-York Central opened at 74½@¾, cash, and these figures ruled until about half-past 1 o'clock, when the speculators on the Street, influenced by rumors from Albany that the *pro rata* freight measures against the road will soon be reported to one or both Houses, sold the stock down to 74½, and it was subsequently done at the Second Board at 74@74½ ₩ cent. Such rumors are not unlikely to prevail through the whole session of the Legislature, first on the *pro rata* and then on the tolling bill, and there is also every probability that one or both will pass through several of the preliminary stages of legislation. But these measures are so very unreasonable and anti-commercial, not as against the shareholders merely, but on the more important part of State policy, in the present competition North and South of us for the trade of the West, that it is difficult to believe that either will be finally consummated. The stock left off in the afternoon 74½ ₩ cent. Galena was steady at 62¾ @62½ ₩ cent., and Rock Island was firm through the day, and brought at one time 63½ ₩ cent. cash. Panama, Pacific Mail, Delaware and Pennsylvania Coal, were all a fraction higher, in sympathy with State Stocks and the returning ease in Money. The general market at Second Board was weak at the start, but closed somewhat steadier.

The Customs were large to-day on the valuable cargoes of the *New-York* and *Juna*, arrived yesterday. Cash receipts, $243,000; receipts in Treasury Notes, $35,000. The balance in the Sub-Treasury, in the absence of active disbursements, is up to $7,992,801.

The old stock of the New-York and New-Haven Railroad Company is now marketable with Messrs. H. Meigs, Jr. & Smith, in William-street. See their advertisement.

Mr. E. F. Satterthwaite, of London, writes as follows, by the *Europa*, of American Stocks:

"The market remains steady, and quotations are almost unaltered. United States 5 ₩ cent. bonds are rather more freely offered. For Pennsylvania State stocks we note an active inquiry. Considerable transactions have taken place in the various bonds of the Erie railroad; a very large amount of assets have been received by the commissioners, but to what extent exactly is not known. For Erie shares the demand has been small. Illinois shares remain steady, with little doing. Construction bonds are firm, at 79, and Freelands at 89. New-York Central shares and bonds continue firm."

COTTON CROP MOVEMENT SINCE SEPT. 1.

	1850.	1859.	1858.	1857.	1856.
Rec'd at Ports	2,410,000	2,070,000	1,221,000	1,740,000	1,733 000
Ex to G Brit'n	954 000	610,000	363 000	863 000	887,000
Ex. to France	256,000	267,000	141 000	167,000	204,000
Ex. to oth'r f.p.	117 000	163,000	98,000	112,000	149,000
Total Exports	1,347,000	1,040 000	622 000	642,000	945,000
Stock on hand	1,003,000	837,000	501,000	770,000	677,000

Of which during the past week, included in the above:

Rec'd at Ports	141,000	128,000	76,000	139,000	107,000
Ex. to G. Brit'n	72,000	34,000	22,000	21,000	53,000
Ex. to France	23,000	8,000	10,000	13,000	26,000
Ex. to oth'r f.p.	7,000	3,000	5,000	7,000	15,000
Total Exports	121,000	35,000	38,000	40,000	93,000

Messrs. W. P. Wright & Co., in their weekly circular, of this date, remark on the crop prospect:

"The letters for another week from the South confirm the opinion expressed in our last circular, that in the Atlantic States the estimates lately ruling there are now considered exaggerated, and in the Gulf 4,250,000 appears to be abandoned. We find a gradual settling of general opinion, both in the South and here, upon an estimate of between 4,000,000 and 4,100,000 bales. Some few parties, however, whose opinion is entitled to consideration, still adhere to 4,150,000 and 4,200,000 bales. The complaints of the difficulty in procuring Middling and the grades above increase every week, and are now general from all the markets except perhaps Memphis. Prices for the better qualities are everywhere relatively high, and must continue to increase in value for the reason that a large proportion of the early receipts of good cotton was secured for Great Britain, while France, the Continent, and our own spinners, have yet to purchase largely of the higher qualities to meet their necessities."

The mail by the *Europa* at Boston brings the Cotton trade review from Liverpool for the year 1859. The average weekly consumption in Great Britain through the year is the largest ever known, being 44,120 bales per week, against 41,819 in 1858; 37,681 in 1857 and 43,520 in 1856. The following table includes the ports of Liverpool, London, Glasgow and Bristol, year 1859:

	Totals.	Am. Alone
Stock on hand 31st December, 1858	371,970	269,160
Import during the year 1859	3,638,837	2,086,991
Supply for the year 1859	3,200 946	2,356,251
Stock on hand 31st December, 1859	469,519	306,219
	2 731,227	2,049,032
Exported to the Continent and Ireland	437,050	142,300
Taken out of the Ports for Consumption	2,294,277	1,906,832
Or per week, 1859	44,120	36,669
Or per week, 1858	41,819	31,610
Or per week, 1857	37,681	26,019
Or per week, 1856	43,520	32,441

The Washington *Constitution* gives notice to creditors of the Post-office Department that, after the passage of the appropriation bill, the pressure of business on the Finance Office will be such as to render necessary, in justice to all parties, the payment of cases in the order of presentation. Statements of indebtedness should be sent to the Third Assistant Postmaster-General in advance, to be carefully examined, recorded and filed. Receipts will be given in each case, and payments made according to the dates of filing, at the earliest day after the money shall be appropriated by Congress.

The Toledo Road earned in the second week in January $19,336, being an increase of $5,559 on same week last year. The increase on the first week was $2,838.

WISCONSIN FREE BANK SECURITIES—JANUARY.

California State Stocks, 7 ₩ cent	$78,000
Georgia State Stocks, 5 ₩ cent	41,000
Georgia State Stocks, 7 ₩ cent	20,000
Illinois State Stocks, 7 ₩ cent	555,020
Iowa State Stocks, 7 ₩ cent	10,000
Indiana State Stocks, 5 ₩ cent	60,000
Kentucky State Stocks, 6 ₩ cent	11,000
Louisiana State Stocks, 5 ₩ cent	10,000
Missouri State Stocks, 6 ₩ cent	2,049 000
Michigan State Stocks, 6 ₩ cent	188,000
N. Carolina State Stocks, 6 ₩ cent	403,500
Ohio State Stocks, 6 ₩ cent	228,000
Tennessee State Stocks, 6 ₩ cent	750,000
Virginia State Stocks, 5 ₩ cent	57,600
Virginia State Stocks, 6 ₩ cent	183,000
Wisconsin State Stocks, 6 ₩ cent	100,000
Minnesota State Stocks, 8 ₩ cent	50,000
Racine & Miss. Rl'd Co. Bonds, 8 ₩ cent	27,000
Mil. & Miss. Railroad Co. Bonds, 8 ₩ cent	50,000
Total	$4,974,120
Specie	$158,445 50
Total Securities on deposit	5,133,565 50

The following are the Currency, Land Warrant and Specie quotations for the week, corrected for us from the rates current at the Banking Office of Messrs. Thompson Bros.:

	Per cent. discount.
New-York State Currency	3-10@ —
New-England	1-5@ —
New-Jersey	1-5@ —
Philadelphia	¼@ —
Baltimore	¼@ ⅜
Interior Pennsylvania	⅜@ ¾
Interior Maryland	⅜@ ¾
Ohio, Kentucky and Indiana	1 @1¼
South Carolina and Georgia	½@ —
North Carolina	1¼@ —
Virginia	¾@1
Illinois and Wisconsin	3¼@ —
Michigan	1 @ —
Tennessee	1¾@ —
Free Indiana	1¼@2
Louisiana	1 @ —
Mobile	1 @ —
Canada	¼@ —
Missouri	3 @ —

LAND WARRANTS.

	Buying.	Selling.
40 acre warrants, per acre	100	110
80 acre warrants, per acre	84	90
120 acre warrants, per acre	66	73
160 acre warrants, per acre	66	73

BANKING AND FINANCIAL ADVERTISEMENTS

☞ NEW YORK SIX PER CENT. STATE STOCK.—United States six per cent. Treasury Notes for sale in amounts to suit. Matured Treasury Notes taken without discount in payment for the above.
THOMPSON BROTHERS, 2 Wall-st.

GENERAL MARKETS.

New-York, Wednesday, Jan. 18, 1860—6 P. M.

The reported receipts of the principal kinds of produce, since our last, have been 87 bbls. Ashes, 3,362 bbls. Flour, 292 bush. Corn Meal, 30,424 bush. Corn, 1,853 bush. Oats, 272 bush. Rye, 2,466 bush. Malt, 1,615 pkgs. Provisions, and 642 bbls. Whisky.

Ashes—Are quiet, at $5 25 for Pots, and $5 37½ for Pearls, ₩ 100 lbs. Stock in the Inspection Warehouse, this morning, 1,397 bbls., including 1,046 bbls. Pots and 351 bbls. Pearls.

Candles—A fair inquiry prevails for Adamantine, mainly at 18c.@20c. ₩ lb. Nothing really new in other kinds.

Coffee—The only important sale reported to-day was one of 2,300 bags St. Domingo, for export, at 11¾c., cash, ₩ lb. The annual statement of the Coffee trade, in 1859, prepared by the editors of the *Shipping List*, make the total receipts in the United States, (excepting California and Oregon,) for the year ending Dec. 31, 1859, 1,746,587 pkgs., weighing 248,527,306 lbs., against receipts in 1858 of 1,631,229 pkgs., of 227,656,126 lbs., while the total consumption in 1859 was 223,882,650 lbs., against a consumption in 1858 of 201,255,099 lbs., being a decrease in the consumption of the past year, as compared with 1858, of over 10¾ ₩ cent. The comparison, however, between the business of 1859 and 1858 can scarcely be called a just one, inasmuch as the deliveries of 1858 were greatly stimulated by the paralysis which prevailed in this, as well as other descriptions of merchandise, during one-third of the year 1857, and in reality the deliveries of 1858 comprised a consumption of fifteen or sixteen months. If, then, we compare the consumption of 1859 with the years previous to 1857, there will be found a steady, but not very large increase. The consumption of the Western States is composed almost exclusively of Brazil Coffee, and the pecuniary difficulties under which that large portion of our country has been laboring for the past two or three years have not been without their effect upon this article; a more promising future seems now to await that community, and the hope of a better position for the berry may reasonably be indulged in. The importation of Brazil Coffee during the past year, especially the latter half of it, has not been productive of profit, owing chiefly to the high cost at the ports of shipment; hence, any just prospect of improvement in our markets is received with satisfaction. The annexed statement shows the receipts and consumption for the past ten years:

	Receipts, lbs.	Consumpt'n.		Receipts, lbs	Consumpt'n.
1859	248,627,306	223,882,650	1854	162,473,853	179,481,083
1858	227,656 186	251,255,099	1853	193,112 300	175,657,790
1857	217,871,839	172,585,934	1852	205,542,855	204,991 595
1856	330,313 150	218,228 490	1851	216,043,870	181,225,700
1855	238,214 533	210,378,287	1850	152,580,310	134,539,730

Being an average annual increase in the consumption of 7¼ ₩ cent. Included in this statement is the quantity withdrawn from our markets, and forwarded inland to Canada and the British Provinces; we are unable to ascertain the exact amount, but it does not vary greatly from 2,260,000 lbs.

Cotton—Holders exhibit more confidence, and prices are well sustained. The demand is fair; sales have been reported to-day of 2,400 bales.

NEW-YORK CLASSIFICATION.

	Upland.	Florida.	Mobile.	N. O. & Tex.
Ordinary ₩ lb	8¾	8¾	8⅞	9
Middling	11¾	11¾	11⅜	11⅝
Middling Fair	12	12¾	12⅜	12¾

Feathers—Are dull and down to 42c.@48c. for good to prime Live Geese, Southern and Western, cash, ₩ lb.

Flour and Meal—State and Western is in better request, and desirable lots, especially of extra State, are held with more firmness. Sales have been reported of 13 800 bbls., including superfine State, at $5 20@$5 25; extra State at $5 30@$5 45, chiefly at $5 35@$5 40; inferior to choice superfine Wisconsin, Indiana, Michigan and Ohio at $5 15@$5 25; extra Wisconsin at $5 30@$6 10; extra Iowa, Illinois, Indiana and Michigan at $5 35@$6 25; inferior extra Ohio at $5 55@$5 65; round-hoop extra Ohio, shipping brands, at $5 70@$5 85 ₩ bbl. Unsound Flour $4 70 @$5 00; Superfine State 5 20 @ 5 25; Extra State 5 30 @ 5 45; Superfine Western 5 15 @ 5 25; Extra Wisconsin 5 30 @ 6 10; Extra Illinois, Indiana and Michigan 5 35 @ 6 25; Inferior Extra Ohio 5 55 @ 5 65; Extra Ohio, round hoop, shipping brds. 5 70 @ 5 85; Extra Ohio, trade brands 5 90 @ 6 90; Fancy Genesee 5 50 @ 5 65; Extra Genesee 5 70 @ 7 25; Inferior to choice Extra Missouri 5 50 @ 7 50; Extra Kentucky and Tennessee 5 60 @ 7 50; Southern Flour is inquired for at former rates. Sales to-day 1,250 bbls., in lots, at $5 60@$5 80, for poor to good superfine Alexandria, Baltimore and Brandywine, &c.; $5 85@$7 25 for fancy to choice extra brands, ₩ bbl. Canadian is in moderate request, including inferior to very choice extra, chiefly at $5 70@$6 90 ₩ bbl. Sales 350 bbls. Rye Flour is quiet at $3 65@$4 40 for fine and superfine, ₩ bbl. Corn Meal is less sought after at $3 for Jersey, $4 15 for Baltimore, and $4 20 for Brandywine, ₩ bbl.

Grain—Wheat is in demand, chiefly for export, at full prices. Sales, to-day, 11,000 bushels Milwaukee Club at $1 25, delivered, ₩ bushel. Other sales were reported, but not reliably. Corn is plenty and depressed. Sales 18,000 bushels, at 83c.@85c., mainly at 83c.@84c. for yellow Jersey and Southern; and 84c. for white Southern, ₩ bushel. Rye is selling, in small lots, at 88c.@92c. for Jersey and Northern ₩ bushel. Barley is in request, at steady rates. Sales 7,500 bushels fair to prime State at 80½c. ₩ bushel. Oats are heavy and drooping, including Prince Edward's Island at 48c.; Canada at 45½c.@46c.; Western at 45c.@45½c.; State at 45½c.@46½c.; Jersey and Pennsylvania at 42c.@44c.; Southern at 40c.@42½c. ₩ bushel.

Hay—Sales to-day 600 bales North River at $1 05@$1 20 for shipment and City use, ₩ 100 lbs.

Hops—Are continue in request at 12c.@18c. ₩ lb.

Metals—Have been in slack demand to-day at previous quotations. Mr. Thorburn, of Glasgow, reviews the Scotch Iron Trade, in 1859, thus: "The history of the Iron trade is emphatically a history of progress. A hundred years ago the first furnace was completed in Scotland, the Iron industry of which, by reason of the juxtaposition of coal, ironstone, lime, strong men, and cheap transit (a combination not yet known to exist in the same perfection in any other country in the world) has since, although only of comparatively late years, assumed a magnitude truly astonishing. Down to 1825 the annual production had scarcely attained 30,000 tons, though the price during that long period of time fluctuated between £6 and £11 ₩ ton. Thereafter, whilst the infinite uses of iron began more rapidly to extend, every fall in price stimulated invention to cheapen and enlarge its manufacture. To-day there are 125 furnaces in blast, and the computed make for the year just closing amounts to the unprecedented quantity of 950,000 tons. Notwithstanding the disturbed state of Europe, and the consequent great decrease in the exports to the Continent, the shipments and local consumption reached 915 000 tons, being the largest in any year excepting 1853, and showing an increase of 105,000 tons over last year, and of 72,000 tons over 1857, when the price averaged 70s. ₩ ton. The stocks are therefore now only 330 000 tons lying in warehouse-keepers' and makers' stores. The aggregate total deliveries are nearly on a par with the production, and when shipments were 60,000 tons ₩ month, as in March, April and May last, the supply from the makers proved inadequate, consequently inroads were made upon the stock in store, which is 9,000 tons less than twelve months ago. The average price is fully 15s. ₩ ton less than that of the last six years, and the lowest since 1852. Touching 47s in May last, when a dire feeling was excited by an alarming article in the *Times*, it afterwards veered between 48s.@54s. till November, when an ascensional movement set in, and the highest price obtained has been 58s. 9d. in this week. But apart from occasional realizations and checks, the present sustained advance, though comparative small, may be accepted as a testimony that the public are prepared for a higher range of prices. Throughout the year the malleable-iron works and foundries have continued in undiminished activity, and recently contracts to the extent of at least a million sterling have been made for iron shipbuilding on the Clyde. It is, therefore, to be hoped that one of our oldest and largest malleable works, which has stood idle since 1857, shall be required ere long to be put in full operation."

Oils—Whale and Sperm are held very firmly, and are in request, chiefly at yesterday's quotations. Linseed is also in demand, at 57c.@59c. ₩ gallon. Other kinds are selling slowly at old rates. The New-Bedford Whalemen's *Shipping List*, in its annual review of the Whale Fishery for 1859, remarks that: "During the past year there have been heavy pecuniary losses, in the aggregate, to persons engaged in this branch of industry, while few have succeeded in realizing *golden* returns. Various causes combined to produce this result. Ships have returned with scanty fares, whose outfits were of the most liberal kind, and whose expenses during their absence contributed largely to the indebtedness of the owners. These causes, added to the depreciation of oil, have entailed upon the Whale Fishery for the past year a series of misfortunes. The number of vessels employed in the service on the 1st January, 1860, is 571, showing a decrease as compared with the previous year, of 54 vessels, with an aggregate of 18,066 tons—being a greater number than for the ten preceding years; and we predict that there will be as great a falling off the current year as in 1859. The average price of Sperm Oil for the year 1859 was 136¼ cents ₩ gallon, against 121 cents in 1858, showing an improvement in Sperm Oil. In Whale, for 1859, the average price was 48¾ cents ₩ gallon, against 54 cents in 1858, showing a decline in price for Whale Oil. The imports for 1859 were as follows: Sperm, 91,408 bbls.; whale, 190,411 bbls.; Bone, 1,923,800 lbs. From this we gather that there has been an excess over the year 1858—in Sperm, 9,467 bbls.; Whale, 8,188 bbls., and in Bone, 383,250 lbs. The exports of oils and bone figure: Sperm, 52,207 bbls.; Whale, 8,179 bbls., and Bone, 1,707,929 lbs. The exports of Sperm Oil largely exceed those of 1858, while that of Whale has been light. The exports of Bone have been up to the average of former years."

Imports of Sperm and Whale Oils, and Whalebone, annually, during the past nineteen years:

	Sperm. Bbls.	Whale. Bbls.	Whalebone. Lbs.
Imports of 1859	91 408	190,411	1,921 850
Imports of 1858	81,941	182,223	1,540,600
Imports of 1857	78 440	230,941	2,058,900
Imports of 1856	80,941	197,890	2 5v2,700
Imports of 1855	72,649	184,015	2,767 500
Imports of 1854	76 698	319,837	3,445,200
Imports of 1853	103,677	280,114	5 652 300
Imports of 1852	78,872	84,211	1,259,900
Imports of 1851	99,591	325,483	3,966,500
Imports of 1850	92,892	200,808	2 869,200
Imports of 1849	100,944	248,492	2,881,100
Imports of 1848	107,976	280,656	2 003,900
Imports of 1847	120,753	313 150	3,341,083
Imports of 1846	95,417	207,493	2,276 933
Imports of 1845	157,917	272 130	3,967 142
Imports of 1844	139,694	262,047	2,532,445
Imports of 1843	166 985	206,727	2,000 000
Imports of 1842	165,637	181,041	1,400 000
Imports of 1841	159,304	201,348	2 000,000

The number of vessels and amount of tonnage employed in the whale fishery, since 1844, have been as follows:

	Ships & Barks.	Brigs.	Schrs.	Tonnage.
Jan. 1, 1860	508	19	44	177,049
Jan. 1, 1859	561	19	45	195,115
Jan. 1, 1858	587	18	49	203,148
Jan. 1, 1857	593	22	49	201,209
Jan. 1, 1856	585	21	29	199,141
Jan. 1, 1855	584	20	34	199,842
Jan. 1, 1854	602	28	38	208,399
Jan. 1, 1853	599	30	32	206,286
Jan. 1, 1852	558	27	35	193,990
Jan. 1, 1851	502	24	27	171,971
Jan. 1, 1850	510	20	13	171,484
Jan. 1, 1849	581	21	12	196,110
Jan. 1, 1848	621	22	16	210,663
Jan. 1, 1847	670	31	21	230,218
Jan. 1, 1846	678	35	22	233,189
Jan. 1, 1845	643	35	17	218,665
Jan. 1, 1844	595	31	9	200,147

Provisions—Pork has been in fair demand, and sales have been made of 1,450 bbls., in lots, at $16 12½@$16 25 for old Mess; $17 12½@$17 25 for new Mess, here and for future delivery; $11 50@$11 55 for old Prime; and $13 for new Prime, ₩ bbl. Cut Meats have attracted more attention, including Hams, at 9c.@9½c., and Shoulders at 6¼c.@6½c., ₩ lb. Bacon is also more sought after, chiefly at from 8c.@9¼c. ₩ lb. Lard is in request at steady rates; sales 375 tcs. and bbls., in lots, at 10¼c.@10½c. ₩ lb. Beef is in good demand, and is firm; sales 450 bbls., at $9@$9 62½ for new repacked Western Mess; $10 50@$11 50 for new extra Western Mess; $5@$5 25 for Country Mess, ₩ bbl.; Prime Mess, $17@$19 50 ₩ tierce. Beef Hams, $12 50@$14 75 ₩ bbl. Butter is in request, at 15c.@23c. for State, and 12c.@17c. for Ohio, ₩ lb. Cheese is selling at 9c.@11¾c. ₩ lb.

Rice—Sales 450 tcs., in lots, at $3 75@$4 21¼ ₩ 100 lbs.

Molasses—Sales to-day 120 bbls. New-Orleans, mainly at 51c.; and 190 hhds. Cuba, part Muscovado, at 26c. ₩ gallon.

Sugars—Have been in fair demand, and sales have been made of 475 hhds., 2 tcs. and 10 bbls. Cuba at 7¾c.@7¾c.,—mainly at 7¾c.@7¾c.; 90 hhds. New Orleans at 6c.@6¼c.; and 249 hhds. Melado at 5¾c.@5¾c. ₩ lb.

Tallow—Sales 18,000 lbs. prime at 10¾c.@10¾c. ₩ lb.

Teas—The demand is improving. Prices are sustained.

Whisky—Sales have been reported of 900 bbls., chiefly at 25¼c.@25¾c. ₩ gallon.

Freights—For Liverpool there were taken 800 bales Cotton, at 3-16d.@7-32d. ₩ lb.; 18,000 bushels Wheat, in bulk, at rates represented as having been with a range of from 5¾d.@6d.; 500 bbls. Resin at 2s.; 200 bxs. Bacon, at 20s.; with 500 bxs. Cheese, and 10 tons Clover Seed at 25s. For London, 100 bbls. Pork, 100 tcs. Beef on private terms. For Marseilles a bark, (400 tons) on private terms. The latest charters, according to the *Shipping List*, have been: A British brig, from Leghorn to New-York, at $3,000; a bark, 257 tons, to Montevideo and Buenos Ayres, $1 50 ₩ bbl., and 30c. ₩ foot; a schooner, 100 tons, to Swan Island and back, Guano, $7; one, 160 tons, to Porto Rico and back, $900; one, 162 tons, from Jacksonville to Cienfuegos and back to New-York, Sugar 48c., and Molasses $3, on deck; a brig, from Jacksonville to an Eastern port, square-edged Lumber, $8 50; a brig, 200 tons, to Zara and back, 40c. and $3; two to South side Cuba and back, 38c. & 40c. and $2 50; a schooner, 162 tons, to Cardenas and back, $1,200; a brig, 288 tons, to Nuevitas and back, Sugar 38c., Melado 35c., and Molasses $2 75; one, 194 tons, to Havana and back, 37½c. and $2; one, 210 tons, same voyage, 38c. and $2 75; a schooner, 1,200 bbls., to St. Johns, N. F., 76c.

WHOLESALE PRODUCE MARKETS.

New-York, Wednesday, Jan. 18, 1860.

Commission Sales of Produce for the week ending Jan. 4, 1860, prepared for The New-York Times by Penney & Johnson, Produce Commission Merchants, No. 231 Fulton-street. Our quotations are such as merchants and producers *realize who ship their Produce to this market to be sold* on commission.

BUTTER.

The market is quiet and depressed, with great eagerness on the part of holders to realize. The demand is chiefly from the retailers. The little vitality imported by the Isthmus shipments has died out, that experiment having proved unsatisfactory, and houses that, through good and evil report, have kept up a steady shipment to California, have held up. A heavy produce dealer in Philadelphia informs us that we need not look to them as an outlet, as they are already glutted; and our advices from Richmond, Savannah, Charleston, Mobile and New-Orleans indicate very dull trade, and an overstock of Butter—prime qualities barely commanding our quotations here. We reduce our figures on common grades, and though we anticipate a more lively demand, we look for no higher figures. We quote:

Orange County, ₩ lb	23	@	26
Fine half-firkin tubs, fresh, ₩ lb	20	@	23
Fair half-firkin tubs, ₩ lb	15	@	18
Fine State, dairy, firkins, ₩ lb	20	@	22
Fair State Dairy, firkins	16	@	18
Welsh, tubs, fine, ₩ lb	20	@	22
Welsh tubs, fair	15	@	16
Western Reserve, choice, ₩ lb	15	@	16
Ohio, fair to prime, ₩ lb	12	@	15
Illinois and Wisconsin, ₩ lb	13	@	16
Roll Butter, Ohio, ₩ lb	14	@	16
Roll Butter, State, ₩ lb	15	@	20

CHEESE.

The lower grades are without change. Fine dairies are held at our highest figures, 11½c.@12c.

Fine State, ₩ lb	11	@	12
Fair State, ₩ lb	9	@	10
Fine Ohio, ₩ lb	9	@	10¾
English Dairy, Ohio, ₩ lb	9	@	11
English Dairy, Goshen, ₩ lb	12	@	15
Pineapple, ₩ lb	13	@	16

EGGS

Are a shade lower.

Fresh Eggs, ₩ doz	21	@	22
Lime Eggs, ₩ doz	19	@	20

FRUITS.

Dried Apples are more active, with sales of State and Southern in good handsome bbls. at 7c. Dried Peaches (Peeled) at 12c. to 17c.; Unpeeled do. at 9c. to 10c. No Green Apples arriving, the stock is mainly in the hands of jobbers, who are selling from 24s. to 28s. for choice to sound fruit. Cranberries are dull.

Dried Apples, State, ₩ lb	6¼	@	7
Dried Apples, New Southern, ₩ lb	6	@	7
Dried Peaches, Southern, peeled, ₩ lb	10	@	17
Dried Peaches, Southern, unpeeled	9	@	10
Dried Blackberries, ₩ lb	—	@	10
Dried Cherries, pitted, ₩ lb	22	@	25
Dried Plums, ₩ lb	23

The New-York Times.

NEW-YORK, THURSDAY, JAN. 19, 1860.

THE NEW-YORK TIMES.

Is published in the Times Building, fronting the City Hall Park, on Park-row, Spruce and Nassau streets.

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The Times for California.

THE TIMES FOR CALIFORNIA, designed for circulation in Spanish America, California, Oregon, Washington, British Columbia and the Sandwich Islands, embracing a complete Digest of American Events in Europe during the past fortnight, will be issued To-MORROW (Friday) MORNING, in ample time for the steamship *Atlantic*, which sails for Aspinwall at 2 P. M. The Mail closes at the Post-office at 1 o'clock. Price of the paper, in a stout wrapper, ready for mailing, 5 cents a copy. Agents will send in their orders as early as possible.

Amusements this Evening.

WALLACK'S THEATRE—HUSBAND TO ORDER—EVERYBODY'S FRIEND.

LAURA KEENE'S THEATRE—JEANIE DEANS, OR THE HEART OF MID-LOTHIAN.

NIBLO'S GARDEN—COOKE'S ROYAL AMPHITHEATRE EQUESTRIAN TROUPE.

WINTER GARDEN—THE OCTOROON.

BOWERY THEATRE—TIGHT-ROPE PERFORMANCES—HEART OF MID-LOTHIAN—GIPSY GOWER.

NEW BOWERY THEATRE—THE HEART OF MID-LOTHIAN—MOTHER GOOSE—PADDY CAREY.

BARNUM'S MUSEUM—Afternoon—TIGHT ROPE PERFORMANCES—THE GOLDEN FARMER. Evening—THE RED RANGER—TIGHT ROPE PERFORMANCES.

THEATRE FRANCAIS—LES FILLES DE MARBRE.

HOPE CHAPEL—MR. AND MRS. VANDENHOFF'S DRAMATIC READINGS.

BROADWAY BOUDOIR, No. 444 Broadway—NATURE AND PHILOSOPHY—TRYING IT ON—WOMAN'S WHIMS.

WASHINGTON HALL, Williamsburgh—DRAYTON'S PARLOR OPERAS.

NINTH-STREET, near Broadway—MODEL OF KING SOLOMON'S TEMPLE.

CHATHAM AMPHITHEATRE—EQUESTRIAN PERFORMANCES.

PALACE GARDEN—VAN AMBURGH & Co.'s MENAGERIE.

SIBLY'S SALOON—GEORGE CHRISTY'S MINSTRELS.

ACADEMY OF DESIGN—ROSSITER & MIGNOT'S PAINTING "THE HOME OF WASHINGTON AFTER THE WAR."

SCHAUS' GALLERY—No. 629 Broadway—PALMER'S STATUE, "THE WHITE CAPTIVE."

NEWS OF THE DAY.

The proceedings of Congress yesterday lost some of their fatiguing monotony. After some preliminary business, in the course of which Mr. GWIN introduced his bill providing for a trans-continental telegraph, and Mr. BROWN his resolutions as to Congressional protection of Slavery in the Territories, a question as to the power of the Senate to legislate prior to the organization of the House was raised and discussed. Mr. HALE desired to put a naval appropriation bill upon its passage. Mr. HUNTER objected on the ground that after the action of the House last Summer it would be discourteous to originate appropriation bills in the Senate; while others took the ground that there can be no legislation until the House shall have organized. Mr. CRITTENDEN asserted that the House is as much a legislative body now as it will be after organization. This view was rebutted by Mr. TRUMBULL, of Illinois, who asked if the House, as now constituted, were to pass a bill to-morrow, and send it to the Senate, whether it could be accepted as valid legislation? Mr. BAYARD offered a resolution that no bills be put upon their passage prior to the choice of a Speaker in the House, and so the controversy ended. The attention of the House was claimed by Mr. CLOPTON, of Alabama, and after Mr. WASHBURNE, of Maine, had vainly attempted to stop further debate, Mr. CLOPTON had his hearing. His speech, while it differed from that of Mr. CURRY, of the same State, in its extreme violence of tone, offered no points distinguishing it from the mass of Southern oratory this Winter. Mr. CARTER, of New-York, then defined his position, declaring himself independent of the Republicans, and yet avowing opinions quite in advance of the Philadelphia platform. His interrogatories addressed to Southern Americans elicited from four of them declarations in favor of Congressional legislation protecting Slavery in the Territories, and from ETHERIDGE, of Tennessee, an opinion adverse to such legislation. The sentiments of the Northwestern Democracy were expressed by Mr. COX, of Ohio, Mr. HOLMAN, of Indiana, and Mr. MCCLERNAND, of Illinois, as hostile to any intervention of Congress in Territorial questions. A heated personal conversation between Mr. MONTGOMERY, of Pennsylvania, and two or three of his Republican colleagues, closed the day's proceedings.

The Convention of Connecticut Manufacturers, at Meriden yesterday, called for the purpose of passing Union resolutions, resulted in a split, and two Conventions of about equal size. Each body adopted a series of resolutions of a Union character—the one having a Republican and the other a Democratic complexion.

The reports of two serious railroad collisions—one occurring on the Hudson River, and the other on the Harlem Railroad—appear in our columns this morning, both of them arising from the same cause—the running of one train into another. The collision on the Hudson River Railroad was by far the most serious, having already resulted in the death of one victim, Mrs. T. W. FIELD, and the permanent and perhaps fatal injury of several others.

The bill to secure a just division of the estate of debtors was reported favorably in the State Senate. Mr. GRANT gave notice of a bill to provide for the election of Notaries Public and Commissioners of Deeds. Mr. HAMMOND introduced his bill providing for a railroad in Avenue A and other streets of New-York. The Report of the Connecticut Boundary Commission was received. After an executive session, and a brief discussion of the bill relative to wills, the Senate adjourned. In the Assembly, a bill making provision for the payment of interest upon the State Loan. The Reports of the State Normal School, the Idiot Asylum and the Superintendent of the Salt Springs, were received. Bills were noticed for the protection of emigrants, to enable servants to recover their wages, to collect damages for the destruction of Quarantine, to amend the act against unsafe buildings, to authorize a Charter Convention in New-York, to impose additional penalties for violating the Election law. Several bills were passed relating to security for costs, the Society for the Relief of the Widows and Children of Episcopal Clergymen, the satisfaction of judgments. Among the bills introduced was one by Mr. POWELL for the abolition of capital punishment, one by Mr. REGAN to erect Highland County, and one by Mr. MILLIKEN to regulate the rate of interest on money.

The Board of Education has adopted resolutions in favor of referring the question as to the constitutionality of the bye-law requiring the Bible to be read in the Public Schools to the Justices of the Supreme Court of this County. Their decision in the premises is to be considered final. The Standing Committees for 1860 were appointed.

The trial of HENRY KARPLES, Jr., for embezzlement and larceny, in the Court of General Sessions, which commenced on Monday, was concluded yesterday by the jury finding a verdict of not guilty. The case of BOWNE, the old man, who was sentenced in 1852, by Recorder TILLOU, to four years and three months in the State Prison, and who, after serving that term, proceeded to commit forgeries in Recorder TILLOU'S name on the Union Bank, was tried for a second time, an appeal having been made on the first conviction. A second conviction followed yesterday. Sentence was reserved till the last day of the term.

The Stock Market was stronger yesterday for regular Dividend Securities, on the further ease in the Money Market. The speculative Railways also opened firm, but were less so in the afternoon.

Cotton was in fair demand at steady prices. More activity was discernible in Flour, at somewhat firmer rates for desirable lots. Wheat was in request for shipment, and was stiffly held. Corn continued plenty and depressed. Provisions attracted more attention. A cargo of St. Domingo Coffee was sold, for export, at 11¾c. ℔ lb. Hay and Hops were in demand. A moderate inquiry prevailed for Teas, Molasses, Common Rosin, Spirits Turpentine, the principal kinds of Oils, Seeds and Tallow. Rice, Sugars and Whisky were freely sought after. Hides and Leather were quiet. Freights were less active, with 433 vessels of all classes in port.

The Live Stock markets have been well supplied this week with an unusually good quality of animals, especially of cattle and sheep. The receipts of live animals at the regular yards, for the week ending yesterday, number: 3,946 beeves, 93 milch cows, 391 veal calves, 9,000 sheep, and 3,878 hogs—total 17,308. At yesterday's general market beeves sold even below last week's low rates, the best bullocks scarcely realizing 10c. ℔ lb. on the estimated dressed weight. Milch cows were little inquired for; very good milkers, with calves at their sides, ranged from $35 to $45. Veals were in fair demand at a little firmer rates. The sheep offered were of unusual good quality, and sold a trifle better than previously. Live hogs were not abundant, the receipts for the week being only 3,878, or less than during any week for five months past. But the large influx of dressed hogs from the West precluded much demand for live animals, and prices remain about as last week—5½c.@5¾c. ℔ lb., live weight, for corn-fed.

The Beauties of Baltimore Voting.

The authorities of Baltimore are now edifying their fellow-citizens and the world with an inquiry into the circumstances which attended the late election in that city. The results already attained afford a curious commentary upon the indignation to which certain of the Baltimore partisan journals gave way on finding that the independent Press of the country had ventured to question the propriety, decorum and civilization displayed by the Plug-Uglies, Awl Clubs and other agreeable associations of Baltimorean sovereigns, upon that occasion. The editor of the Baltimore *Exchange*, as our readers will remember, was forced to defend himself from the assaults of some of these offended depositories of political power, by a recourse to the "last argument of Kings," simply and solely because he had shown manliness in admitting, and good citizenship in denouncing, the outrages perpetrated at the polls upon unarmed voters. The NEW-YORK TIMES was in a like spirit set upon by some of its contemporaries for calling attention to the shame and peril of such occurrences in a great American city. It now appears that the system of intimidation by personal violence has become thoroughly organized in the Monumental City; and that the excesses of Baltimore elections are not to be treated as mere sporadic cases of popular ebullition. The Jacobin Clubs of France were not more thoroughly drilled in the art and mystery of harmonizing public opinion than are the so-called "Americans," of Baltimore. Several days before the late election, these indefatigable men were in the field. They scoured the city, as eagerly bent upon finding "foreigners" as any Dublin oysterman upon dredging for "natives." Irishmen, Germans, all who fell in their way, were harpooned, carried off to subterranean cells, locked up, compelled from time to time to drink great quantities of whisky—reduced, in short, to a state of complete submission. When the day of election came, these captives were paraded openly in the streets, in custody of a guard with cocked revolvers, marched from poll to poll, forced to vote five or six times over, returned to their dungeons, beaten again, and finally released when the great issue had been decided, and the "unbought voice of freemen" had selected the officers by whom the laws of an American community were to be administered and its rights defended. All this took place in a wealthy city, in open day, under the eyes of an organized City Government, and in defiance of every functionary known to the law.

Is it not time for thinking men to ask themselves whether such things as these are the legitimate results of popular institutions? We talk about the subjects of Austrian despotism with a large commisseration; but the peasant of the Tyrol or Steyermark is at least spared the degradation of being whipped into outraging the institutions under which he lives. If an irresponsible empire of sheer physical force is to be established in an American city, it is, at least, worth thinking of whether it it would not be better for all parties concerned that such an empire should be confided to the most enlightened, instead of the most brutal classes of the population. A man who is driven through the streets by an arbitrary master, is plainly a slave; but a slave who moves at the point of legitimate bayonets is surely more respectable, in his own eyes, than a slave who is goaded onward by the sharpened awls of a knot of vulgar desperadoes.

The only parallels which can be found in recent times for such proceedings as these in Baltimore, must be looked for in some of the recent Parliamentary elections of England and Ireland. There, too, voters were seized in squads, drugged with beer, and driven in carriages, dumb and unresisting, to vote for whomsoever it pleased their captors to nominate. There, too, as in the case of Admiral WALTERS, at Cheltenham, voters suspected of independence were mobbed away from the polls, and the suffrages of freemen secured with the club and the horsewhip. But there is this special feature in the Baltimorean outrages, that they were committed on a great scale, openly, avowedly, with the air of a chronic institution. Nor is this all.

The inquiry which has brought these facts to light is, we believe, an inquiry simply into the legality of the election. It is not, so far as we know, proposed to base upon it any measures for the punishment or repression of these horrible disorders, unless a Metropolitan Police bill, in imitation of our own, may be so considered. But we think there can be no question in the mind of any man as to the necessity for some such action on the part of the Legislature as shall either deprive voting in Baltimore of its present sanguinary incidents—make it, in short, less terrible than actual service in the field against an invading army, or else relieve the poor, helpless, unoffending inhabitants from the duty of voting at all. It appears from the evidence before us, that a waiver of one's constitutional rights last Fall did not furnish a peaceable Baltimorean with the least immunity from the horrors and dangers of election day. In vain he stayed at home and left politics to the rowdies and blackguards. The rowdies and blackguards would not permit him to abdicate, and knocked and cuffed, and stabbed and shot him into the repeated exercise of his privileges as a citizen. To those who went through this ordeal, the condition of a free negro, upon one day in the year at least, must seem positively enviable. What a caricature upon "the nature and tendency of free institutions," might be composed in a sketch of disfranchised, despised Sambo, grinning in his morning lounge at the spectacle of Anglo-Saxon sovereigns dragged battered, bruised, bleeding, in the custody of a gang of armed criminals to deposit their votes

—"Like snow-flakes on the silent sod,"

and thus perform one of those functions which Sambo is taught that nobody but a white man can fulfill with credit.

Baltimore furnishes the world with one more splendid example of the beauties of the "Municipal system." We commend it to the attention of Mr. JAMES T. BRADY and Mr. FERNANDO WOOD. She is overrun by organized bands of ruffians and convicts of the worst kind; her elections are conducted under their auspices; her citizens hold their lives and property at their mercy; her streets are rendered dangerous night and day by their brawls; but to compensate her for these evils, for the conversion of society itself into a curse and a peril, she has her Municipal system intact, and her Mayor and Common Council appoint the police force.

City Railroads Again.

We observe that notice has already been given in the Legislature of sundry bills for City Railroads. We trust the projectors of these schemes will bring them forward at once, and submit them to full and fair discussion, and to such amendments and conditions as may be considered necessary. The chief difficulty with these schemes hitherto has been, that they have been concealed from public knowledge until late in the session,—engineered stealthily through Committees, and then sprung upon the Legislature at the last moment, and in such a shape as to convince everybody that they were to be passed, if at all, not upon their merits, but by corrupt and disgraceful means. This style of proceeding has naturally disgusted everybody with the very mention of City Railroad schemes, as it has been taken for granted that they involved Legislative corruption, and were called for only by the greed of the speculators and lobby-men who had them in charge.

This system should be at once abandoned. Let these projects be brought forward promptly and discussed fully. If the roads are not required by the public interest, they should not be authorized. If they are needed, no amount of clamor, and no objections based upon merely private and selfish considerations, should be allowed to defeat them.

One point should be insisted on at the outset—the *form of rail* used in our streets should be essentially changed. No new road should be permitted to obstruct ordinary locomotion, as is done by the roads hitherto built,—and even existing companies might very well be required to conform their rails to more recent improvements and to the necessities of the City traffic. A physician, who drives daily through our streets, informs us that the trough system costs him a hundred dollars a year in the shape of damaged and broken axles and wheels. The Fourth-avenue rail, with its four gutters, out of which a light carriage-wheel comes with a wrench and a shiver, is his quadruple horror. The doctor is the representative victim of every driver and owner of horses within our borders.

The increase of railways, of whatever construction, will enable passengers to be transported, "*sitting*, clothed and in their right mind;" but two pairs of gutter rails in every street would indeed relieve the streets of all other convenient locomotion save that of City cars. The ease of traction which smooth, level rails would afford in Broadway, would double its passenger-carrying capacity; but four trough rails in the middle of that thoroughfare, catching and holding all wheels approaching their fatal brink, betraying the tread of horses, precipitating concussions and breakages innumerable, and guilding all wheels, irrespective of driver's reining and horses straining, into universal collision with its inevitable grooves—four such rails would prove a most intolerable nuisance, to private and goods traffic, chiefly, and through their delays to the cars themselves. If the trough rail is *intended* to drive out other traffic altogether, its proportions have only to be exaggerated and it will succeed; its principles as a wagon-destroyer are founded in the ultimate laws of physical science. The Philadelphia street rails, to which we have so often referred, give the advantages of a railway—easy traction—to every vehicle in the streets, without entailing upon them the inconvenience and disaster due to parallel gutters in the middle of the road. Thus not only passenger, but universal traffic is facilitated; the great lumbering goods wagons roll off at a brisk trot over the smooth rail, and at times a mixed but unbroken line of cars, drays, carriages, buggies and big Pennsylvania wagons, may be seen scampering along at six miles an hour; and one of them has but to turn off its horses, and the wheels follow over the low tread of the rail—no surging and cramping and universal delay. Walnut-street, narrow as it is, with its single line of seven-inch rails, will accommodate more traffic, at less expense, than will the broad Bowery with its double system of gutters.

To reform the abuses of car-cramming, rib-punching, toe-crushing and blood poisoning, which now distinguish our city lines, we have but to put on more cars; no street to be torn up, no contractors to be enriched, and no jobs to be fulfilled. Not so with putting down a new line of rails. The laying of four iron gutters in Broadway would be a remediless nuisance. The first necessity, therefore, of our new lines, is good rails.

Should a Broadway Railroad Company decide to lay a system of troughs in that street, four inches deep and four inches wide, we know of no power which would prevent it. When people patiently submit to the outrageous practice of car-stuffing, the mere spoiling of a street would call forth only their most obsequious acquiescence. There is no hope of anything better, unless the railroad builders themselves can be convinced that a reform would promote their personal interests. Most fortunately, this is true. The Philadelphia rails weigh less and cost less than most of our own patterns, and their repairs are necessarily cheaper, since when ordinary wheels cannot normally use a rail, they will abuse, loosen and destroy it. It is possible that the deep rail would be a still better device for a street having so much diagonal and cross traffic as Broadway. Anything, however, is better for the cars, for all other vehicles, and for the public, than the gutter pattern. Let an improved rail be the condition of new charters. More roads will reform the carrying accommodations, but may ruin the streets themselves; a good rail confers the *universal* benefit of easy railway traction.

DEMOCRACY IN EXCESS.—Notice has been given of the introduction of a bill into the Legislature, making the offices of Commissioners of Deeds and Notaries Public elective. As there are several hundred of these gentlemen in this City, their appointment by universal suffrage would lend additional animation to our election days,—and anybody who is fond of uproar, confusion, corruption, irresponsibility and worthless officials, will, of course, be delighted to have the bill pass. Our main objection to it is, that it does not go far enough. The principle on which it is based—that every one who performs any service for the public ought to be elected by the popular vote—is capable of indefinite expansion. Why not deliver the Police, the Central Park laborers, and the City scavengers from their present degrading position, and let them derive their powers and privileges from the ballot-box alone? It is disgraceful that three or four thousand public functionaries should thus be left to owe their appointment to arbitrary commissioners and superintendents. Moreover, hotel keepers would do well not to maintain their present insolent attitude much longer. The proper way to select waiters is clearly to have them elected by the guests and boarders. Thus and thus only can they be protected from the abuses of power, and hotel-keeping be carried on with efficiency. The same thing may be said of bank clerks. The stockholders should choose them by ballot. The interference of the president and directors in their selection is utterly opposed to the spirit of the age as well as of our manners and government. In fact, the people at large are notoriously so diligent in ascertaining the fitness of candidates for the public service, in voting for the best that present themselves, and after their election in seeing that they do their duty, that it is clear the more officers we ballot for the happier and better governed we shall be.

The Caloric Engine.

The attention of our readers will doubtless be attracted by the announcement, in our advertising columns, by Messrs. KITCHING & Co., of their manufactory and sale of Caloric Engines. The statements which they thus give to the public indicate the rapid and steady progress of this new invention, in the work of vindicating itself, by actual results, from the hostility of men of science and of rival interests.

The fact is, practical commercial success is the real test of new inventions. It has upset, a thousand times, the positive demonstrations of scientific men. What matters it to be told of the impossible when the thing is done? While scientific men were engaged in proving that the screw-propeller could never be rendered of any utility in practice, it was surely and silently working its way to a formidable competition with the paddle-wheel for all purposes of ocean navigation. And now, while many otherwise well-informed men will persist in their unbelief of a possible caloric motor, upwards of 250 of ERICSSON'S Caloric Engines are in successful and satisfactory operation. The machine has become an established power. Not only is this engine usefully and profitably employed in many job-printing establishments, but fifteen *daily* newspapers—calling, of course, for efficient and reliable power—are already printed by it. It is at work pumping the water required to feed locomotives at more than twenty railroad stations. It is used in propelling boats, and in working the pumps and doing the hoisting of several first-class ships. It is employed as a domestic motor in many private dwellings. It raises water in many public edifices. It is at work grinding coffee, splitting leather, pulverizing quartz, polishing combs, elevating grain, sawing wood, ginning cotton, hoisting merchandise, crushing sugar-cane, driving sugar-mills, sewing-machines and skirt-making and glass-cutting machinery, and machinery for many miscellaneous uses. It works with such uniform success that of two hundred engines that have been put up by Mr. KITCHING within the last fifteen months, not one has been displaced except by an engine of the same kind of superior power. From an engine of six-inch cylinder, the inventor has advanced to engines of eight, twelve, eighteen, twenty-four and thirty-two-inch cylinders, and to double engines of the largest of these sizes. And there are now building, at one of the several engineering establishments engaged in the manufacture of these engines, several engines with cylinders of forty-eight inches. These last-named engines are built on order from parties who have had the smaller engines in satisfactory operation for many months.

For an hundred years schemers have been at work devising some new fashion of motor—but without the slightest success. Nothing has been accomplished, except by way of improvement on the steam engine. The present instance is the first in which substantial practical existence could be claimed for a new motor, since the invention of the steam engine. All who have any doubts on this subject may find it useful to consult the testimonials on another page of this morning's paper.

The Spawn of Fanaticism.

The attempt of certain fanatics in the Southern States to coerce the public sentiment and political action of the North, by menaces of commercial non-intercourse, is producing its natural effect. It is degrading and demoralizing the public sense of honor and self-respect in the South, and is giving birth to a class of men who are willing to become spies and panders for the sake of profit.

An agent from a house in Richmond, Va., is now in this City, calling upon our merchants to subscribe for the *Directory* announced in the following circular:

SOUTHERN MERCANTILE AND BUSINESS AGENCY, RICHMOND, VA.

In consequence of the increased and increasing hostility between the North and South, which has so greatly disturbed the harmonious business relations heretofore existing between the two sections of the country, we, the undersigned, have opened an office for the purpose of attempting to give a right direction to Southern trade, *by withdrawing it from our Northern enemies, and placing it in the hands of our friends*, which we propose to do by furnishing Southern merchants and business men with *such reliable information regarding Northern mercantile houses as will enable them to trade exclusively with those who are friendly to the South and her institutions.*

Our books will contain the names of every Northern house ascertained to *be worthy of Southern confidence*, and these names, with the business and locality annexed, will be corrected annually, and published in a book or directory, prepared for the express purpose, and circulated throughout the whole Southern country; so that each merchant buying goods at the North will be supplied with a copy, and thereby *enabled to correctly discriminate between the friends and enemies of the South.*

Every subscriber will be entitled to, and shall receive, our greatest efforts to extend his business, which may be accomplished by the aid of our Directory,—by private correspondence,—by assistance rendered by acceptable traveling agents, and by the exposition of samples.

Our rooms are centrally located, and will be open at all times for business purposes, and for the reception of our Northern and Southern friends.

To defray the expenses necessarily incurred in establishing our agency, and in carrying out our design, *we shall charge each house, whose name or card appears in our Directory, a sum not less than* FIFTY DOLLARS, *to be paid at the time of subscribing.*

WILLIAM P. GILMAN & CO.

RICHMOND, Va., Jan. 1, 1860.

Any New-York merchant who will pay *Fifty Dollars or more*, under pretenee of buying a book worth perhaps *three*, can have his name inserted therein, and can be indorsed to the Southern public as "friendly to the South and her institutions," and as therefore a proper person for Southern dealers to trade with! Those who decline thus to purchase the indorsement of this adventurous firm are to be set down as "enemies of the South," and every possible effort will be made to divert Southern trade from their doors.

If Virginia chivalry has become reduced, either by its necessities or its deterioration of character, to such a mode of warfare as this, it must be on its last legs. Any community ceases to be formidable the moment it has lost its self-respect.

An August Spectacle.

The Common Council have just inaugurated their year of office by appointing a committee whose duty it will be to convict Mr. JAMES GORDON BENNETT of slander, and in doing so, to prove to the public that the members of both Boards are persons of principle, well educated, and of frank and loyal dispositions,—in other words, that they are not what the *Herald* alleges them to be, "unprincipled, illiterate, and scheming."

The public will await this august spectacle with considerable anxiety and curiosity. A more remarkable culprit has rarely come before a more remarkable tribunal. CHARLES I. before the Regicides, WARREN HASTINGS before the House of Lords, FRANKLIN before the Privy Council, were all very well in their way; but JAMES GORDON BENNETT arraigned before Messrs. BOOLE, BRADY and BAGLEY, for making disagreeable insinuations about the New-York Common Council, will be, in many respects, the most imposing and thrilling scene which has ever been enacted on the stage of events. We sincerely trust an appropriation will at once be made to secure the services of the best historical painter in the country, for the purpose of transmitting to posterity a lasting memorial of an event in our annals, to which all future generations will look back as one of those grand episodes by which a nation's life is so rarely graced. The position and antecedents of the culprit—his hitherto unimpeached reputation for strict and sterling accuracy of statement, and for dauntless civil courage, and the unshaken fortitude with which he has braved several Common Councils already,—on the one hand; on the other, the great name and great position of his judges, the vastness and profundity of the literary attainments at which he has sneered, the unquestionable and notorious ability to read and spell which he has ventured to doubt, and the well-known purity of motive and character which he has ventured to impugn—all combine to promise us what so few of us ever see, "a great occasion"—moreover a great historical occasion. May both parties be mindful of what they owe to their own fame, to their country, and to posterity! May BENNETT be obstinate, and BOOLE, BAGLEY and BRADY be determined and vindictive! May both the prisoner and the bench communicate freely to the public the opinions they entertain of each other, and may the various illustrated papers have their artists on the spot!

Railway Crashes.

It has grown to be almost a maxim with whimsical travelers, careful of their persons, to take the leading cars in an European railway train, and the last cars in an American. This custom originated, of course, in the impression which was at one time borne out perhaps by the statistics, that railway accidents in Europe commonly occurred from the too rapid multiplication of successive trains upon one line of the road, while in America they were generally the result of the mis-called and murderous "economy" of single tracks, necessarily liable to be traversed in opposite directions, by antagonistic engines, at all hours of the day. Two fearful and, let us say, shameful catastrophes, which happened yesterday upon two of our roads which have lately enjoyed a special reputation for care and fidelity of management, must go far to shake the credit of this traveler's rule.

In the morning, on the Harlem Road, one engine was driven through a tunnel directly into the rear of a just preceding train; in the afternoon, on the Hudson River Road, a precisely similar feat was performed. In each case several persons were grievously wounded; in each, one life, at least, has left the burden of its cruel "taking off" to be borne by those to whose ignorance or recklessness these collisions, which can in no just sense be entitled accidents, must be attributed. The case upon the Hudson River Road was especially scandalous. Here no provision appears to exist, or at least to have been used, either in the way of the telegraph, or of grenade trains, for warning the officers along the line that the Express had been delayed upon its course. Another passenger train was suffered to dash along in the rear of the lagging cars, overtook them suddenly on turning a sharp curve in the road, and at least one human being—but the day before made a bride, in the bloom of youth and happiness—now lies cold in death, another witness to the care we take of one another's lives when the State has authorized us to invite the confidence of our fellow-creatures, as public carriers of their persons and their property.

AGRICULTURAL EDUCATION.—A move has recently been made in the matter of Agricultural education at Yale College, which deserves the attention of all persons interested in that subject, and especially of the agricultural community. The plan is to get together, as into a great reservoir, from whatever sources it may best be obtained, a vast fund of agricultural knowledge and experience for subsequent distribution and diffusion. The programme according to which the idea is to be carried out presents the names of twenty-five gentlemen well known in science and agriculture, who propose to occupy the whole month of February with lectures and discussions on agricultural subjects, for the benefit of all who may choose to attend.

The idea is a novel one, but its novelty is by no means its chief merit. There is the most pressing occasion in this country for the more perfect diffusion of knowledge on agricultural subjects, and we know of no method by which this result can be so thoroughly accomplished as by Winter gatherings of this kind, where the young farmers of the country shall be brought into contact with the leading men in their profession.

The plan also presents a capital opportunity to the amateurs in agriculture who find themselves infected with the mania for gigantic turnips and mammoth gooseberries, which has become of late years so generally prevalent. A *seance* of this sort would be likely to send them back to the country next Summer with a good deal more backbone in the presence of farmers of whose practical knowledge, as we have had occasion to observe, these gentry are commonly in mortal terror.

DR. CAHILL ON NEW-YORK.—Rev. Dr. CAHILL, on a visit from Ireland to this country, is writing letters to the Press at home descriptive of our City and its people. The Doctor sees everything in its most brilliant and attractive aspect. Our streets, omnibuses and hotels all command his unqualified approbation. He has never seen, he says, either in Great Britain or on the Continent, such a magnificent city as New-York. Labor is high—"laborers and hodmen getting from $2 to $2 50 a day,"—and provisions low. It is the worst country in the world for a drunkard, who is shunned like the plague. It is very pleasant to find our country and institutions thus warmly praised,—but we fear the Doctor may be preparing some of his friends at home, who intend to emigrate, for a bitter disappointment.

NEWS BY TELEGRAPH.

Letters by the Overland Mail.

ST. LOUIS, Mo., Wednesday, Jan. 18.

Postmaster HOGAN states that the number of letters sent from this office by the Overland Mail, for the quarter ending 31st December, is 60,917. This is exclusive of over two hundred pounds of foreign closed mail, and several direct bags from Chicago and Cincinnati. The number received in the same time, exclusive of about 1,600 packages direct for other offices, (and estimated to contain 1,000 letters,) is 111,561.

The Maryland Legislature and the Underground Railroad.

BALTIMORE, Wednesday, Jan. 18.

In the Legislature to-day, resolutions were introduced, offering a reward for the arrest of THOMAS GARRETT, of Wilmington, Del., in order to have him tried on the charge of stealing slaves from the citizens of Maryland. The resolutions were discussed and referred to the Committee on Judiciary. Various propositions fix the reward at from $2,000 to $5,000.

Fire at Laporte, Ohio—One Man Burned to Death.

CLEVELAND, Ohio, Wednesday, Jan. 18.

A fire occurred this morning in the carpenter-shop of the Michigan Southern Railroad at Laporte. COWAN, an employe, was burned to death, and another named PECK was badly injured. The building was saved.

Fall of a Building in Richmond.

RICHMOND, Wednesday, Jan. 18.

The walls of a building in Governor-street fell last night. An Irish girl is buried beneath the ruins, and her moans are heard distinctly. Every effort is being made to rescue her.

Non-Arrival of the Anglo-Saxon.

PORTLAND, Me., Wednesday, Jan. 18—11 P. M.

There are yet no signs of the steamship *Anglo-Saxon*, now in her 15th day from Liverpool.

Failures in Montreal.

MONTREAL, C. E., Wednesday, Jan. 18.

MILLS, MATTICE & Co., and COWAN & CROSS, both wholesale grocery firms in this city, have suspended payment.

Virginia Legislature.

RICHMOND, Wednesday, Jan. 18.

Mr. MENINGER, Commissioner from South Carolina, will address the Legislature to-morrow.

Free Negroes in Missouri.

ST. LOUIS, Wednesday, Jan. 18.

Gov. STEWART has refused to sign the bill lately passed by the Missouri Legislature for the exclusion of free negroes from the State.

Markets by Telegraph.

CINCINNATI, Wednesday, Jan. 18.

HOGS—Receipts light and demand active; a small lot, weighing 205 lbs., sold at 6¾c. ℔ lb., and a small lot, very heavy, at 7c. PROVISIONS buoyant; Bulkmeats and Bacon ¼c. higher; Pork buoyant—mess $16 75; Lard dull. FLOUR dull, at $5 30@$5 40 for superfine. WHEAT active. CORN firm.

PHILADELPHIA, Wednesday, Jan. 18.

FLOUR dull; Superfine, $5 50@$5 75. WHEAT dull; Red, $1 35@$1 36; White, $1 40@$1 50. CORN firm; sales of 2,000 bush. Yellow at 77c. OATS 45c.@46c. BARLEY, 80c. WHISKY dull at 24½c.@25½c.

BALTIMORE, Wednesday, Jan. 18.

FLOUR quiet and unchanged. WHEAT buoyant; White, $1 30@$1 45; Red, $1 30. CORN dull; White 74c.@75c.; Yellow, 73c.@76c. PROVISIONS steady. WHISKY quiet at 25c. Exchange on New-York unchanged.

Philadelphia Stock Board.

PHILADELPHIA, Wednesday, Jan. 18.

Stocks dull. Pennsylvania State Fives, 92; Reading Railroad, 18¾; Morris Canal, 50; Long Island Railroad, 11¼; Pennsylvania Railroad, 37¼. Sight exchange on New-York par.

Musical.

CONCERTS.—Mr. C. JEROME HOPKINS, a rising young American artist, who has associated himself with native music, gave his first concert on Monday evening at Chickering's Rooms. The attendance was good, and particularly flattering to Mr. HOPKINS, inasmuch as the programme consisted mainly of that gentleman's compositions. We are not certain that it is judicious for any composer to submit out of twelve pieces, eight productions of his own pen. The first principle of a concert should be variety. Mr. HOPKINS' efforts, however, were received with great favor, and we anticipate from his versatility much permanent excellence. Dr. GUILMETTE and Miss ANDEM received *encores* in their songs. Mr. HOPKINS played three of BACH'S fugues, and was *encored* in the concerto by MENDELSSOHN, playing PAUER'S "Cascade" as a substitute. Another concert will be given on Monday evening next at the same place.

Mr. J. R. THOMAS, the popular song composer, was the recipient of a complimentary concert last night at Dodworth's Hall. The attendance was all that could be desired, and the entertainment (which was Welsh in its character) passed off to the satisfaction of every one. The beautiful melodies of CAMBRIA are but little known in America,—Mr. THOMAS being, we believe, the only musician here who has put them into anything like shape. His collection is deservedly popular with the public; the words are judicious, the accompaniments simple yet characteristic. One of the best successes last night was the charming song called "The death of Llewyn," (better known as the "March of the Men of Harlech,") from this same collection. Mr. THOMAS, although laboring under a severe cold, sang it superbly, and was deservedly *encored*. A melody so shapely and vigorous only needs to be introduced in the concert room to become popular.

Mr. THOMAS was assisted by Mrs. MOZART, (who sang a new composition called "The Voice of the Western Wind," one of Mr. THOMAS' most happy inspirations,) Mr. SIMPSON, (a very agreeable concert tenor,) Mr. MORGAN (pianist) and Mr. MAEDER (conductor.) A more unpretending concert we have never attended, or one that gave greater satisfaction.

From Hayti.

FIRST ANNIVERSARY OF THE RESTORATION OF THE REPUBLIC—RETURN OF THE AMBASSADORS TO EUROPEAN COURTS.

Dates from Hayti to Dec. 24, are at hand. On the 22d ult., the first anniversary of the restoration of the Republic was celebrated, by a salute at sunrise, and by religious ceremonies at the Cathedral at 8 o'clock, which were attended by the different officials, the students of the Government Schools, the Professors, and the Marine and Post Officers. The exercises included a grand *Te Deum*, and at their conclusion the President made a tour of the city, being received on his return to the palace, by the public officials and a number of citizens. The city was illuminated in the evening, and displays of fireworks were made.

Messrs. TOUSSAINT and MADION had returned from their mission to the Courts of England, France and Spain, whither they went to announce the reëstablishment of the Republic. They were well received, and the Queens of England and Spain, as well as the Emperor NAPOLEON, had written friendly letters in response to those sent them by the President. The Minister of the Court of Rome, M. FAUBERT, had been well received.

Trouble had arisen between the priests and newspapers, the latter charging the ecclesiastics with being tyrannical.

A delegation which had been into the interior, reported that the people entertained sentiments of loyalty toward the existing Government.

A Double Catastrophe in Memphis.

A NEGRO MARKET AND A NEWSPAPER OFFICE IN RUINS.

On the 13th inst., the negro mart of Messrs. FORREST, JONES & Co., in Memphis, Tennessee, fell, burying beneath its ruins "six valuable negro men," as the *Bulletin* expresses it. Soon after this casualty the ruins caught fire. Fortunately it was soon extinguished and the negroes were exhumed, when it was found that two of them, valued at $1,800 each, were killed. The building was of brick, three stories in height, and cost, when first erected, $4,000. Had not the fire been put out, bills of sale of negroes, amounting in the aggregate to $400,000, would have been destroyed.

Almost simultaneously with this disaster the walls of a new building in process of erection for the *Appeal* fell, part of them crushing a one-story brick structure, and seriously injuring the machinery and steam press recently purchased and stored there by the proprietor of that newspaper. Three persons were in the main building when it fell, but only one of them, a carpenter, was buried in the *débris*. He was rescued, eventually, with but slight injuries.

The total loss of the publishers of the *Appeal* will amount to $4,000; the injury to the building, which was of brick, and three stories in height, being estimated at $3,000, and that to the machinery at $1,000.

Slavery in Nebraska.

VETO MESSAGE OF GOV. BLACK.

On the 9th instant, Gov. S. W. BLACK, of Nebraska, sent in a Message to the Council, vetoing the bill which it had just passed, to prohibit Slavery in the Territory. He urges that Neb

ERICSSON'S CALORIC ENGINE

ERICSSON'S CALORIC ENGINE.

GENERAL AGENCY AND DEPOT
FOR THE SALE OF CALORIC ENGINES,
No. 184 Duane-st., corner of Hudson, New York.

JOHN B. KITCHING.

ERICSSON'S CALORIC ENGINE.

This Motor may be confidently pronounced one of the greatest boons which the ingenuity of man has ever bestowed upon his race.

From the earliest ages, the unreliable and fluctuating powers of wind and water have been employed as motive agents. Recently, the more certain, but dangerous, power of Steam has been brought to labor for man.

But now, for the first time, the common atmosphere is practically employed in doing human drudgery, and in saving the sinews, limbs, and lives of the toiling millions. It is made to operate, a harmless, controllable, certain, and universal Motor.

ERICSSON'S CALORIC ENGINE is no longer a subject of experiment, but exists as a perfect, practical machine, daily at work in numerous and diversified uses, with undeviating success.

I. Within the limits claimed for the Motor, its power is certain, uniform, and entirely sufficient.

II. The Machine is not attended with the numerous perils that attach to the Steam Engine, and make it so uncomfortable and dangerous a servant; but, on the contrary, it is absolutely free from danger.

III. It requires no engineering supervision. Any person may take charge of it, or it may be kept in action by a few minutes' attention of the workman who is using its power.

IV. It consumes a very small amount of fuel, say 33 per cent. of the Steam Engine, and requires no water.

V. Does not raise the rate of insurance.

It is employed for working printing presses; hoisting gear for warehouses, docks and ships; mills of various descriptions; pumps of all kinds, from those used in raising water in houses for domestic use, and those employed at railway stations, mines, and for pumping ships; also for purposes of irrigation, and supplying villages with water. It has been tested with perfectly satisfactory results in the propulsion of boats and pleasure yachts, and is adapted to the supply of power for the various operations of farms and plantations, and for numerous mechanical employments.

Coppersmiths, workers in all the metals, and workers in all the forms of human industry, will find that the fuel which warms their workshops may, at the same time, perform labor for them in the most efficient manner, by being made to actuate Caloric Engines.

Indeed, this Engine is of universal application, wherever a limited, economical, safe, independent and self-managed motive power is desired.

Upward of two hundred of these Engines, of the various sizes, are already in use.

CALORIC ENGINES IN USE.

Among the Caloric Engines in use, we are permitted to refer to the following, viz.:

Messrs. DUNCAN, SHERMAN & Co.'s BANK.
THE METROPOLITAN BANK.
AMERICAN EXCHANGE BANK.
THE BANK OF NEW-YORK—each a 12-inch Engine, used for pumping.

T. W. STRONG, Job Printer, and Proprietor of the *Yankee Notions* newspaper, 24-inch Engine, used for working his presses; requiring about 5-horse power, and consumes 80 pounds of coal per day.

ALEX. SHAW'S Wire Establishment, No. 194 West 27th-st., 12 inch Engine, for working his machinery.

C. C. SHELLEY, Job Printer, No. 68 Barclay-st., 18-inch Engine, working his Presses.

FITCHBURG R. Co., Boston, an 18-inch Engine, for pumping at Waltham Station. This Engine, which has displaced a Steam-Engine rated at 7-horse power, draws water from a pond 450 feet distant, and fills the reservoir at the station in one hour and ten minutes, the time occupied by the Steam-Engine in doing the same work having been two and a quarter hours. They have also an Engine at South Groton Station.

JOHN ANDERSON, Esq., 8-inch Engine, used for pumping, at his residence in Madison-av. and 38th-st.

JAMES H. STIMPSON, Esq., Baltimore, 24-inch Engine, used for driving machinery, and also a 12-inch Engine for pumping.

B. B. NOSTRAND, Esq., Nostrand House, Sands' Point, 28 inch, for pumping.

J. A. ROWALDS, Esq., of Pelham, in the Caloric paddle wheel yacht, named "Caloric" two cylinders of 12-inches each, in a boat of 55 feet in length. Also, double 32-inch Engine, in a beautiful propeller yacht, 75 feet long.

FRENCH & WHEAT, No. 18 Ann-st., 24-inch Engine, for driving their printing presses.

STEWARD'S Warehouse and Storage, No. 15 State-st., for working hoisting machines.

Messrs. WASHBURN, Worcester, Mass., a 12-inch Engine for driving a pump and light machinery, and a blower.

Messrs. CANDY BROS., Philadelphia, a 12-inch Engine for pumping.

Messrs. TIFFANY & Co., No. 550 Broadway, a 12-inch Engine, for pumping.

J. R. CHEEVES, Esq., Savannah, 12-inch and double 24-inch Engine, for pumping and other uses on his plantations.

Messrs. PORTER & TOBIN, Baltimore, an 18-inch Engine, for driving their printing presses.

The NEW-YORK CENTRAL RAILROAD COMPANY, five 18-inch Engines, for pumping water at various stations.

Messrs. ANGELL & Co., Packers, No. 158 Chambers-st., a 24-inch Engine, to drive their hydraulic pumps.

C. F. HALL, Esq., Cincinnati, Ohio, a 24-inch Engine, for driving printing presses.

GEORGE W. SLEEPER, Esq., Providence, an 18-inch Engine, for driving large coffee-roaster and mill.

Dr. SMITH, Homœopathic Pharmacy, No. 484 Broadway, an 18-inch Engine, for driving sugar-mills, and his varied machinery.

Dr. WM. B. MOFFAT, Moffat's Buildings, corner of Broadway and Worth-st., a 12-inch, for pumping.

C. H. LILIENTHAL, Esq., a 12 inch Engine, for pumping water, at his country seat at Yonkers.

R. W. MONTGOMERY, Esq., a 12-inch, for pumping water, at his country seat, High Cottage, Westchester County.

GEORGE LEWIS, Jr., Esq., at Washington Heights, an 8-inch Engine, for pumping.

WM. H. TOWNSEND, Esq., an 8-inch Engine, for pumping, at his country seat, at Tarrytown, N. Y.

NEW-YORK JUVENILE ASYLUM, a 12-inch Engine, for pumping.

E. R. WEBB & Co., a 24-inch Engine, for driving machinery for making printers' materials.

KING & BROWN, an 18-inch Engine, for driving skirt-making machinery.

JOSHUA J. HENRY, an 8-inch Engine, for pumping in house in 5th-av.

PESANT & BRO., 13 Engines for various purposes in the Island of Cuba.

E. A. WHARTON, a 24-inch Engine, for the Brooklyn *Daily Transcript*.

WHITHAM & LAWRENCE, an 18-inch Engine, to drive machinery in tobacco factory.

JEFFERS & BRO., No. 181 Broadway, a 24-inch Engine, for driving machinery.

M. KRIPPER & Co., Chambersburgh, Penn., a 24-inch Engine, for driving printing presses.

D. DEVLIN, a 12-inch Engine, for pumping at country seat.

JOHN A. HALL, a 24-inch Engine, for driving skirt-making machinery.

G. A. SMITH, an 8-inch Engine, for pumping at country-seat.

B. B. CLARK & Co., an 18-inch engine for driving printing-presses in bag factory.

Ship UNDERWRITER, 24-inch Engine for pumping, hoisting, &c.

GEO. S. CASE, Skaneateles, a 24-inch Engine for propelling yacht.

DODGE & GRATTAN, No. 56 Gold-st., N. Y., an 18-inch Engine for driving printing-presses.

UNION MUTUAL INSURANCE COMPANY, a 12-inch Engine for pumping.

Hon. J. M. KUNKLE, Fredericks, Md., a 24-inch Engine for pumping in mines.

DEMING JARVIS, Boston, "Twin" 24-inch Engine for driving glass-cutting machinery.

J. ANTHONY & Co., Sacramento, Cal., a "Twin" 24-inch Engine, for driving printing-presses in the largest printing-office in California.

STIMPSON & NEILSON, a 24-inch Engine, for use in a pottery.

J. D. DEFREES, Indianapolis, an 18-inch Engine, for driving printing-presses.

J. R. CHEEVES, Savannah, double 24-inch Engine, for propelling yacht.

DANIEL LOVEJOY, New-York, an 18-inch Engine, for driving buzz saw, &c.

SACKETT, BELCHER & Co., Nos. 26 and 28 Pearl-st., double 32-inch, for hoisting.

PRINTING.

TESTIMONY OF THE PRESS.

From the New-York Evening Day-Book.

ERICSSON'S CALORIC ENGINE.

We intended ere this, to have spoken of the working of the new motor, the Caloric Engine, so well known as the invention of Capt. Ericsson. On the first of August last we placed a $750 Caloric in our press room to drive one of Taylor's largest sized single cylinder presses. Since that time it has done all our work, on both our daily and weekly editions, which require, on an average, constant running for ten hours each day, for every day in the week except Sundays. It runs the press with ease, and would, we think, run another small one. It is reliable, rarely gets out of order, and in our case what little trouble we have had with it has resulted entirely from not perfectly understanding it.

As far as regards economy, too much cannot be said. We have used about *one ton of coal per month for ten hours per day's work*, and this, we think, may be set down as about the average. We do not doubt that, with strict economy, it might be made even less than this; but we have placed it at a fair figure. There is no danger of explosion, no charge for increased insurance; indeed, the Caloric Engine seems to be the greatest invention which the mind of man ever conceived. It reminds us always of a human being, made of lungs of iron, arms of steel, and sinews of brass, which, by some almost superhuman power, has been endowed with the ability of inhaling the atmospheric air, and, as it expels it, produces power and action not unlike the real, living, breathing man of flesh and blood. For all light work where only ordinary power is required, the Caloric Engine must come into general use. Printing presses, light manufacturing, &c., are especially adapted to them. Upon plantations we should think they would be just the article needed. Their economy in fuel and labor—for any intelligent man can learn to run one in a week—must render them popular for general use. As far as our experience goes, we cannot too highly recommend them for all purposes where a limited amount of power is wanted. Ours is about the capacity of four or five-horse power, but a double one of the same size makes eight or ten-horse power, capable of almost any kind of ordinary work.

From the Vicksburgh Daily Whig.

THE ERICSSON ENGINE

We have one of these much-talked-of hot-air motors in our office, and it is successfully running the presses. It runs much steadier than our little steam-engine, and is of sufficient power to do all our work. It takes but little fuel and no water.

Those who are at all curious in such matters as seeing an engine running without steam, are invited to call and look at it.

NEW-YORK, Jan. 11, 1859.

MR. KITCHING—*Dear Sir*: I have had in use one of your Caloric Engines (an eighteen-inch) for four months, and the satisfaction it has given induces me to send you the following, as a matter of justice, and for the information of those who may be in doubt:

The engine drives two presses—a Hoe's Cylinder and a Gordon alligator, (large size,) at the rate of from ten to twelve thousand impressions a day each press, with perfect ease, and at an expense of from 20 to 25 cents—coal, wood, oil, &c., included—for each day. It requires no engineering attendance, one of my smallest boys seeing to it. It is perfectly safe, does not raise the rates of insurance, and, I think I can safely assert, will pay for itself in one year.

What makes me feel more satisfied in regard to its success, is my having purchased it in defiance of the repeated dissuasions of those who pretended to know in regard to its merit, and who prophesied nothing but failure. But my experience thus far has proven that the only failure has been in their predictions.

Yours truly,
C. C. SHELLEY, No. 68 Barclay-st.

NEW-YORK, June 27, 1859.

MR. J. B. KITCHING—*Sir*: The eighteen-inch Caloric Engine, lately purchased of you, I think I have fairly tested, and it has exceeded my utmost expectations. I was fearful at first of its not having sufficient power to carry one of Hoe's double medium cylinder presses, (for which it was purchased,) but find that it works to a charm, and, I think, would carry two of them with ease. There is no fear of a "blow up," no need of an engineer, as a boy can tend it; and as for expense in coal, it does not require any more than would keep an ordinary stove. You are at perfect liberty to make use of this note, as testimony of the successful working of one of your engines, as applied to the printing business.

Yours, &c.,
W. H. HAGAR, Job Printer, No. 56 Gold-st., N. Y.

NEW-YORK CORN EXCHANGE BAG MANUFACTORY, }
Nos. 123, 125 and 127 Broad-st., June 27, 1859. }

J. B. KITCHING, Esq.—*Dear Sir*: That 18-inch Caloric Engine you recently put up for us works very satisfactorily, and we take pleasure and most cheerfully add our testimony in its favor, and consider it one of the greatest improvements of the age. It has been running about four weeks, driving one of Hoe's medium cylinder presses, making about 1,200 impressions per hour, and only consuming about fifteen cents' worth of coal per day.

If these facts are of any service to you, we most cheerfully give them. Yours, respectfully,
B. E. CLARK & CO.

GAZETTE AND COURIER OFFICE, }
NORTHAMPTON, Mass., Nov. 18, 1858. }

J. B. KITCHING, ESQ.—*Dear Sir*: In reply to your note of inquiry, respecting the working of our Caloric Engine, we are happy to state that it gives us good satisfaction. It drives our double medium Adams press with great ease, and there is surplus power enough to run another of the same size. We are satisfied that 17 cents' worth of Lehigh coal (costing here $7 50 per ton) would be sufficient to run the engine ten hours a day. It requires no extra attendance, and does not raise the rate of insurance. Besides these advantages, which are sufficient to bring Engines into general use, there is that of heating the room in cold weather from the "exhaust" or escape heat, which, however, can be carried off in Summer. We have heretofore used steam power, and still have our old engine and boiler on hand, but would not be willing to return to its use, even if the change in machines could be made without expense. For printing offices and mechanical establishments, where a limited amount of power is required, these Engines are invaluable, and will rapidly take the place of steam.

We have had many visitors to see the novelty, and many inquiries from distant parts of the country relative to the Caloric. Yours truly,
TRUMBULL & GERE.

NEW-YORK, Jan. 28 1859.

JOHN B. KITCHING, ESQ. Agent for Ericsson's Caloric Engine—*Dear Sir*: Last Spring I purchased from you one of the 24-inch cylinder engines (the largest size you then had) to drive my three small presses, at No. 98 Nassau-st., which you guaranteed the engine to do. Finding it did the work stipulated with great ease, I was induced to bring my Adams press from Ann st., where we have steam-power, and put that also upon the Caloric. This, too, was driven so handsomely, that I determined to remove my large Yankee Notions press, also on the same premises, and make the little Caloric print The Yankee Notions, which it would do by throwing off the other, although at the time you remonstrated against it, saying "the engine could not drive it." However, I proved that it could do more than you claimed for it, and have had the great satisfaction of doing all my work with this engine ever since; yet I have known that the engine was overtaxed, as no engine ought to be. I feel pleased to verify your assurances to me as to the economy in fuel, having run the engine upon one bushel of coal per day. The porter of our store has been the engineer. Having understood that you have some engines nearly finished, of considerable more power that the one I have, you will please consider this as an order for one of them, and I shall be glad to learn at what time you can probably furnish it. Yours, &c.,
THOMAS W. STRONG, No. 98 Nassau-st.

NEW-YORK, Feb. 25, 1859,

Mr. J. B. KITCHING—*Dear Sir*: We have been running for the last five weeks one of the 24-inch cylinder Caloric Engines, Kricsson's patent. During that time it has worked to our entire satisfaction. We have not been obliged to stop an hour for repairs or any other cause. As near as we can judge, without actual weight of the coal, we burn eighty pounds to the day of ten hours, during which time we have run off one hundred tokens of the pre-work on two presses. We enclose a slip of about sixteen to take charge of the engine, which he does, besides attending to other duties, about one-fourth of his time only being required for the engine. Any further items which you may wish to have with regard to the running of the engine we shall be pleased to furnish you with at any future time.

Respectfully yours.
FRENCH & WHEAT, Printers, No. 18 Ann-st.

CINCINNATI, March 2, 1859.

Mr. J. B. KITCHING—*Dear Sir*: To-day your boy, Lennon, returns to New-York. He has done well. He leaves the engine in most complete running order. In fact the "Ericsson" has shown itself to be a most perfect motor from the first; not a fault either in the construction or power has been developed.

The engine does better than even my most sanguine expectations. You did not tell me all. It does not require the amount of fuel you represented. To run my engine, which propels a double-cylinder Hoe press for four hours, (astonishing as it is,) requires but *one peck of gas coke*, costing six cents per bushel. Three thousand impressions of the *Daily Press* are thrown off per hour. The engine would drive at least two other presses of equal size and capacity.

Thousands have seen the engine, and all greatly wonder at it. I will write to you in a few days.

C. F. HALL.

Extract from C. F. Hale's Letter of May 30, 1859.

"The Caloric Engine continues working just as well as ever, and *that*, you know, is *first-rate*. It has not cost me one cent yet to keep it in repairs. I know it to be one of the greatest inventions of the age."

The following letter from Messrs. French & Wheat gives the result of five months' additional trial of the engine, since the receipt of their letter of Feb. 25:

No. 18 ANN-ST., N. Y., July 13, 1859.

Mr. JOHN B. KITCHING—*Dear Sir*: After over six months' trial of your 24-inch Caloric Engine, we take great pleasure in informing you that it is a complete success. We have run it regularly ten hours per day, and often all night, and that without losing an hour's time or spending a dollar for repairs, and the engine is now, to all appearances, as good as new. It is perfectly tight in every joint, although it has not been repacked since it was put up. It appears to us to grow better instead of wearing out, as many have prophesied, for it takes less fuel to do the same work than when first put in operation.

We now run four presses with it, one of which is 31x50 drum cylinder, (Hoe's,) and always have an abundance of power. Yours, very respectfully,
FRENCH & WHEAT,
Job Printers, No. 18 Ann-st.

No. 2 WILLIAM-ST., New-York, Nov. 12 1869.

JOHN B. KITCHING, ESQ.—*Dear Sir*: I have now used the engine purchased of you on the 8th ult., one month; it has been run steadily all that time and to my entire satisfaction; in fact, we have too much power for our use, when the fire is properly attended to. There is a tendency on the part of my workmen to think that since the engine works without water or steam, she should run without fire also, and when the engine has seemed to fail in what we expect from it, I have always traced it to neglect of firing. I think the engine a complete success, and to any one requiring the amount of power I use, it is the most economical, (in every sense of the word) motive power that can be obtained. I formerly run my cylinder press with hand power. My poor Irishman used often to brag that he turned off 20 tokens per day, but the second day after the engine was put up I worked off 22 tokens between 1 and 6 o'clock, P. M., and was quite certain of the same power the next day, but in my crankman I was generally disappointed, as he was apt to get stiff from a heavy day's work. I had hoped to call on you before this, but I have been so busy I could not. I hope to be in your neighborhood soon, and shall call on you. Very truly yours,
L. HORATIO BIGELOW.

From the Norfolk, Va., Day Book.

OUR CALORIC ENGINE AND NEW PRESS.

After "agonizing" for a week past, in getting our Caloric Engine and new Press up, and in working order, our patience was rewarded on Saturday afternoon last, by seeing one of the most beautiful and ingenious mechanical operations performed, without the aid of man, horse or steam power—that is, the operation of printing on one of R. Hoe & Co.'s large cylinder presses by the aid or power of one of Ericsson's Caloric Engines.

Much has been said in favor of these Caloric Engines already in our columns, but not as much as their merits demand, for as a motive power for general manufacturing purposes, requiring but little power comparatively, they are far ahead of everything the ingenuity of man has been enabled to devise; being second not even to steam, which the Caloric power is destined to supersede entirely.

Our Engine and Press made their "trial-trip" on Saturday night, then; and although under unfavorable circumstances, they performed so entirely satisfactory to the parties who dropped in on that occasion, as to elicit many congratulatory remarks on the entire success of our enterprise in being the first in Virginia to introduce the Caloric Engine as a motor.

We do not like to say all we think about this motor, lest we should be called an enthusiast; but we really believe the Caloric Engine is destined to produce a perfect revolution in mechanics, by making the power to drive machinery so safe, so cheap, and so simple, as to induce manufacturing in Southern communities, where the wages of an engineer to run a steam engine makes it such an expensive operation as to preclude the possibility of successfully competing with Northern manufacturers located in cities, who make a great saving by hiring power at a small cost from the owner of a large engine conveniently located for their purposes. For such places as Norfolk, the perfection of the Caloric Engine is a God-send; for it uses no water, and the obtaining of a supply of suitable water for engine purposes has frequently deterred the more enterprising from embarking in such manufacturing pursuits as require steam power. Now that difficulty is obviated, and with a Caloric Engine requiring probably twenty minutes' attention all day long, our mechanics can get all the motive power they want for ten or twelve cents a day—more power, in fact, than two strong negro men can yield, which would cost at least one dollar and a half a day. Think of that, in connection with the fact that the same engine will enable you to dispense with the usual stoves or ranges for heating your rooms in Winter, as the exhaust heat is sufficient to warm a large building, by being conducted over it in suitable pipes.

On starting our engine and press, everything being new and the journals stiff, the rate of speed attained was only such as the experience of the "feeding boy" could accommodate, until he gets used to the "mersheen." We worked at the slowest rate of speed our cone pulleys will supply, and we somehow thought we made about as many impressions per hour as two men have been making for us on our old cylinder press. We do this easily, and have three faster rates of speed which we can use with equal facility. Or in other words, we believe we can print with as much rapidity as the papers can be put on, say from fifteen hundred to two thousand an hour.

We will not say more on this subject now, lest we tire our readers; but to our contemporaries throughout the South, and to all others who take an interest in mechanics, we cheerfully extend an invitation to drop in and see the "elephant" perform, and judge for themselves. The engine will usually be at work from 8 o'clock in the morning to 8 o'clock in the evening; for the present we are unable to say at what hours our presses may be seen in operation, though from the manner in which our friends are handing in their job work we suspect our presses will have to be kept running all day long, and may be in the night, too. However, "lay on Macduff," for with our present facilities we are prepared to do large quantities of printing of every style, quality and price.

Three cheers for Ericsson and Hoe.

From the Cincinnati Press, June 25—Printed by "Caloric."

OUR ERICSSON ENGINE.

We have an accumulation of letters containing inquiries of our "Caloric." If WORKS WELL—have had it in operation for four months, driving Hoe's double cylinder press, and always found it to come up fully to its requirements.

When we first started this engine we thought it a wonderful piece of machinery—that wonderment has increased day by day. Why not? *The longer we use it the better it goes.* There has been no "give out" to it to the present. Not a cent has it cost for repairs. Our notions of cause and effect are completely knocked in the head. The effects GREAT, while the cause is really *insignificant*. The engine is not complicated, as some suppose. *It is the simplest machine, as a motor, ever invented by man.*

Ericsson, after twenty-seven years of application to the invention of a Caloric Engine, has at length triumphed. He has blessed the world—the world will now bless him.

PRICE CURRENT OFFICE, }
BALTIMORE, Feb. 5, 1859. }

J. B. KITCHING, Esq.—*Dear Sir*: In reply to your note as to how our engine works, it affords us much pleasure to say that it answers our purpose, so far, very well. We have been running it the past two months, attached to one of Hoe's medium cylinder presses and a Ruggles card press, and the quantity of work performed by it is fully 1,000 impressions per hour, and at times as much as 1,200 to 1,300. The quantity of a full day's consumption of coal, weighed, proved 55½ lbs.—being, @5 25 per ton, the price paid, about *thirteen cents* per day; and the attention required was given by one of the boys in the office. These facts we cordially give you, and would add that our experience warrants us in recommending your engine for all similar work. Yours respectfully,
J. B. ROSE & CO.

NEW-YORK, Dec. 8, 1859.

MR. JNO. B. KITCHING—*Dear Sir*: The 18-inch Caloric Engine purchased from you last Spring we find a complete success. It requires no more attention than an ordinary stove, needs no engineer, and is in reality run a portion of the year without expense, as it consumes no more coal than would be used in a stove for warming purposes. We find the cost about 12 cents per day for driving one of Hoe's Medium presses. It would drive two with equal facility. We are frequently called upon by persons desiring to see it in operation, and always take pleasure in recommending it.

Very respectfully yours, DODGE & GRATTAN,
Job Printers, No. 56 Gold-st.

MACHINERY.

AGRICULTURAL WAREHOUSE, No. 45 Fulton-st., }
New-York, Nov. 9, 1859. }

JNO. B. KITCHING, Esq.—*Dear Sir*: Yours of the 4th is at hand, and in reply would say, we find the Caloric Engine to do all we expected of it, but its exact capacity we cannot state. We are driving three small machines—a Boring, Sawing, and Planing Machine. In our opinion its power is equal to a four-horse engine; it is simple, easily managed, and we have no difficulty in running it at a cost of one bushel of coal per day, not exceeding 25 cents.

The price to us was $750, and for setting up with pulleys, &c., $50 additional. Yours, respectfully,
TREDWELL & FELL.

No. 15 STATE-ST., NEW-YORK, Nov. 22, 1859.

J. B. KITCHING, Esq. (*Caloric Engine Agency*)—*Dear Sir*: After considerable experience, it gives me much pleasure to bear testimony in favor of the pair of 24-inch Caloric Engines and Hoister put into this warehouse by you.

Our platform in the State-st. hatchway worked directly by the engines, is where we lift our heaviest weights, and we readily lift over 2,000 pounds, at a speed of more than 60 feet per minute.

At our Bridge-st. hatch, where we have Capt. Ericsson's Cold-Air hoister worked by the engine also, and the power applied to our common wheel, which we can run either way at great speed, say 70 or 80 feet per minute, with seven to ten hundred pounds. This is the greatest invention of the age, as with this simple attachment of Capt. Ericsson's, Hoister, to our old hoisting gear (and which we think must come into general use when it becomes known,) we have the advantage of working two falls with great speed, i. e., when the load is up with one fall, the other is hooked on ready to go up as soon as the first is pulled in, and if not desirable to run the engine for every trifling package, the fall may be instantly disconnected and worked by hand. We consider this a great labor-saving machine. It costs only about 50 cents per day, and the labor of many men saved.

Hoping that Capt. E. and yourself may be abundantly rewarded for this very great benefit conferred upon the public, I am, very respectfully yours,
A. S. HUTCHINSON.

No. 26 PEARL-ST., NEW-YORK, Nov. 25, 1859.

JNO. B. KITCHING, ESQ.. (Ericsson's Caloric Engine Agency)—*Dear Sir*: In reply to your note asking how we are pleased with the Ericsson Hoisting Engines, put into this and the two adjoining stores, (belonging to Mr. Mead,) we beg to say that they more than realize our expectations. As you are aware, many of our goods are very heavy, such as Sugars, Molasses, &c., but over these we can send up at either hatchway with great speed. The rapidity, and safety, with which we transfer goods from the extreme points in our warehouse, since we have had these hoisters, make our upper stories far more valuable, and we should not know how to get on at all in the old mode of hoisting by man. The expense of running the engines is so inconsiderable, compared with the work done, and in time saved each day, that it is not worth mentioning.

If your friend, Capt. Ericsson, had never invented anything but these Hoisting Engines, and you had done nothing but aid in bringing them to public notice, you would have large claims upon the gratitude of the community.

We sincerely hope you may be fully remunerated.

Very respectfully,
SACKETT, BELCHER & CO.

NEW-YORK, Nov. 28, 1859.

JNO. B. KITCHING, Esq.—*Dear Sir*: The Caloric Engine on board the ship *Underwriter* has now been in use for six months, and is found to be well adapted for pumping, loading and discharging cargo, warping ship, getting the anchors on or off the bow, jigging the chain cables abaft the windlass when weighing anchor, setting up rigging, and for many other purposes requiring much manual labor. The hoisting apparatus, as first applied, was found to be unadapted for use on board ship, and was seldom used, but the pumps have been worked by the engine whenever necessary, and will discharge more water in an hour than the crew would do in four. The main pumps are thirty feet long, with 8-inch chambers, and when both of them are connected with the engine, will average 40 strokes a minute—a result which no merchant ship's crew could accomplish, except for a short time; whereas the engine never tires, and I am convinced that at least four-fifths of the vessels that put back leaky would never find it necessary with a Caloric engine on board, in working order. There are many ships with a chronic leak, and to such it will prove a good investment, even if applied to no other purpose, enabling them to carry a smaller crew, and to do work at sea which they pay for having done in port. The hoisting machine now in use on board the *Underwriter* performs its work admirably, and is discharging a general cargo of iron, tin, salt, crates, casks, &c., at the rate of eleven tons an hour, hoisting every draught forty to forty-five feet, employing nine men besides the ship's carpenter, who attends to the engine and hoisting machine. Its utility will be more apparent in foreign ports, where horses are not employed in hoisting, winches being almost universally used, while its entire freedom from danger, the small consumption of fuel, and the facility with which any one can manage it, are advantages requiring no comment. In a double-decked ship, where the depth of hold is from twenty to twenty-three feet, a better result would be obtained, as ten feet would be saved in every hoist, which, consequently, would be more frequent. The engine readily lifts 3,200 pounds with a single whip purchase, and where the cargo is such that every load can be approximated to that weight, it will deliver on the dock, from the lower hold of any ship, fourteen tons an hour, allowing for all incidental delays. In forty-nine minutes, it landed on the dock, from the *Underwriter's* lower hold, seven grindstones, weighing nearly two tons each. I take great interest in its operation, and look upon it as a success.

And now that the hoisting part of it works so satisfactorily, I am confident that I shall soon be able to demonstrate by facts and figures that it is a money-saving machine, which, to matter-of-fact owners, will be more convincing than the prospective saving of a ship from sinking. If the underwriters would reduce the premium on a ship supplied with an engine, they would promote their own interest as well as the ship's. You are at liberty to publish this letter, if it will be of any service, and to refer any one to the ship *Underwriter*, where the engine, if in operation, will speak for itself. I am yours, &c.,
JOHN P. ROBERTS.

NEW-YORK, Feb. 11, 1859.

JOHN B. KITCHING, Esq.—*Dear Sir*: In reply to your note asking me how I am satisfied with the 12-inch Caloric Engine purchased of you about seven months ago, I would say, that I doubted, at first, the capability of the engine to do my work; but my doubts have long since been removed by the ease and reliability with which it drives my machinery. Its economy is very great—not having cost me anything for repairs, and but a few cents daily for fuel. The attendance required is very little indeed, and its perfect safety is an additional recommendation. Yours, &c.,
ALEXANDER SHAW.

NEW-YORK, March 18, 1859.

JOHN B. KITCHING, ESQ.—*Dear Sir*: I have to report to you that I have had in constant operation, by day and night, for the last three weeks, two twenty-four-inch Caloric Engines; which have been employed in driving the drilling machinery employed in drilling the keel of the iron ship I am now building, and that the engines have been running constantly, (only resting on Sundays,) and that they are in the most perfect order, showing no marks of injurious wear, but, on the contrary, an improvement in efficiency from increased smoothness of working. Yours, very truly,
C. H. DELEMATER.

BOSTON, June 12, 1859.

MASS. CALORIC ENGINE CO., S. GROTON, MASS.—*Gentlemen*: It affords me pleasure to inform you of the entire success of the Caloric Engine, (Ericsson's patent,) which I purchased of you to use in my Morocco Tannery, at Charlestown.

I am using the power of the engine to drive a Morocco Polishing Machine, and a Mill for Fulling Goat Skins. It performs all the labor required of it in a most satisfactory and economical manner, enabling me to get off a much larger amount of work than heretofore, and at much less expense. The entire absense of danger from the use of the Caloric Engine by fire to the building, or by explosion, to lives, as well as its great economy, must recommend it to general use in factories where small power is required.

The Fulling Mill built by you for my use also gives good satisfaction. Yours, &c., ASHBEL WAITE.

PRINTERS' WAREHOUSE, No. 18 DUTCH-ST. }
NEW-YORK, July 7, 1859. }

JOHN B. KITCHING, Esq.—*Dear Sir*: Yours of the 6th inst. is before us, and in reply, we most cheerfully express our experience with regard to the Caloric engine we purchased of you.

We are free to say that we were rather disappointed, and indeed discouraged with the 12-inch engine which we tried first, but are now fully convinced that we expected too much of it, and that by it we could not have accomplished what we intended when we bought the machine into our premises. However, we are now quite satisfied with the 24-inch Engine we now have—indeed it goes beyond our expectations, and, therefore, we cannot but recommend it to every person requiring such power.

The advantage it possesses over the steam engine, as concerning insurance, should certainly recommend it. Until we have cause to change our opinion, we shall certainly always speak a good word for "Ericsson's Caloric Engine."

Yours, very truly, E. R. WEBB & CO.

No. 16 MAIDEN-LANE, N. Y., July 11, 1859.

JOHN B. KITCHING—*Dear Sir*: We are in receipt of your inquiry respecting the 24-inch Caloric Engine purchased from you last April. You are aware that our business is manufacturing silver-plated ware, and consequently we have used the engine for spinning, turning, buffing, burnishing and soldering metals—all these different operations going on at the same time. We cheerfully state that it has performed all the work guaranteed for its size; and would add that we have been surprised at its capacity, considering we have run on a cost of ten cents or thereabouts, for fuel, per day, and requiring the attendance of only an apprentice for oiling and firing up. We fully recommend it as the cheapest and safest motive power in use. We are, dear Sir,
Yours, respectfully, CHARTERS & BRO.

EAGLE AGRICULTURAL WAREHOUSE, }
Nos. 34 and 36 Merchants'-row, Boston, July 12, 1859. }

MASS. CALORIC ENGINE CO.—*Gentlemen*: The Ericsson's Caloric Engine and Hoisting Machine put up in our warehouse by you performs so admirably, so entirely to our satisfaction, that we feel ourselves constrained to recommend the same to all persons who have hoisting to do. The engine consumes less than one hundred pounds of coal and but three cents' worth of lard-oil per day. Our porter acts as engineer, while discharging his other various duties. The absence of danger to lives, and the fact that no additional rate of insurance is charged by our underwriters, is an additional recommendation.

We cheerfully accord to you the privilege you request, of referring to us parties who may wish to hoist by power, and extend to all such a cordial invitation to call and see the engine at work. NOURSE & CO.

No. 181 BROADWAY, New-York, July 19, 1859.

J. B. KITCHING, Esq., Caloric Engine Agency—*Dear Sir*: In reply to your inquiry as to whether the 24-inch Caloric Engine purchased from you is satisfactory, we reply that it is so in every respect. It drove all the machinery in our shop at time of purchase, and finding that it would do more, we have added considerable work, and it now drives the following tools, viz.: 7 lathes, 13-feet planer, 1 horizontal planer, 1 drilling machine, and grindstone, at the cost of less than 25 cents per day. And this it does upon less coal than would be required to warm our shop in the Winter time. The engine requires so little attention that the other duties of one of our boys are scarcely interfered with by his attention to our engine. We assure you we take great pleasure in bearing our testimony to the many advantages of the Caloric Engine, and it gives us the greatest satisfaction to do so, as a matter of prime necessity for housekeepers who have any pumping to do; and if at any time I can say or do anything that will communicate the result of my experience to the public, or particularly to those who are suffering the same annoyance for want of water I did before getting your engine, I shall be glad to do so; and again thanking you for its introduction, I am, dear Sir, yours, very respectfully,
JOHN ANDERSON.

WASHINGTON HEIGHTS, Feb. 3, 1859.

JOHN B. KITCHING, ESQ.,—*Dear Sir*: I take pleasure in stating that the Caloric Engine, furnished by you for my house in Washington Heights, gives entire satisfaction; and I would recommend to every one having occasion for motive power, to call and examine those in use at No. 164 Duane-st., feeling confident that the thing itself will convince the most skeptical of its utility.

Yours very truly, GEORGE LEWIS, Jr.

NEW-YORK, March 14, 1859.

J. B. KITCHING, Esq.,—*Dear Sir*: The small-sized Caloric Engine I purchased of you several months since for pumping water at my house at Tarrytown, I am pleased to inform you, works to my entire satisfaction, and has proved itself to be all that you represented, and can highly recommend it to any of my friends for such purposes. Yours very truly,
WM. H. TOWNSEND, Nos. 17 and 19 Warren-st.

Nos. 54 and 56 EXCHANGE-PLACE, }
NEW-YORK, June 24, 1859. }

J. B. KITCHING, Esq.—*Dear Sir*: The Caloric Engine which I recently purchased from you for the purpose of supplying the tank in the attic of my house with water, I find very well adapted to the accomplishment of that object.

I have no difficulty in raising with it from the well to the tank, a height of about 70 feet, from 175 to 200 gallons of water per hour, and shall, without hesitation, recommend it to any of my friends who desire to obtain a power to perform a similar work.

Yours truly, JOHN T. TERRY.

NEW-YORK, Nov. 17, 1859.

JOHN B. KITCHING, ESQ.—*Dear Sir*: The Ericsson Caloric Engine supplied by you to my plumber, works to my entire satisfaction, and I think, from my experience with it, that it is far superior to the old pump. The engine is so simple that I find a boy ten years old can manage it with perfect ease. The quantity of fuel to keep it running is so small that I consider it preferable to any other mode for throwing up water, or any other use they can be applied to. Yours truly,
JOSEPH STUART.

STATEN ISLAND, Nov. 14, 1859.

JOHN B. KITCHING, ESQ.—*Dear Sir*: It affords me much pleasure to be able to bear witness to the utility of the Caloric Engine and Pump you erected in my house. It is everything I could wish; causing little or no trouble in attendance. The fuel it consumes is, as you stated, very trifling. It saves much manual labor, and consequently we are clear of much annoyance and grumbling from servants. I have little doubt of their general use when known. Very truly yours,
SAMUEL WANN.

NEW-YORK JUVENILE ASYLUM, September, 1858.

JOHN B. KITCHING, ESQ.—*Dear Sir*: Your note, requesting me to inquire more particularly into the amount of coal consumed by the engine used in the New-York Juvenile Asylum, has been received, and the matter thoroughly examined. I find that twenty pounds of coal will run the engine fourteen hours, and give an average of forty-fine revolutions per minute. To produce this highly satisfactory result, great care has been taken not to put on sufficient coal at once to damp the fire. To effect this, we have fed it as often as once an hour. In my former statement, the amount of coal used was roughly estimated, and hardly ordinary care taken to reduce its consumption, as the engine was principally tended by a boy. Very truly yours,
JOHN RUSS, M. D., Superintendent.

P. S.—The results arrived at as above were from a trial of four days.

NEW-YORK, Feb. 8, 1859.

J. B. KITCHING, Esq.—*Dear Sir*: We take great pleasure in having it in our power to speak in the most unqualified praise of the performance of the 12-inch Caloric Engine we bought of you some months since.

We confess, at the time of making the purchase we had many doubts of its practical usefulness; but from the first it has done its work with such perfect facility, economy and reliability, that, were it out

The Temperance Cause.

STATE TEMPERANCE CONVENTION IN NEW-JERSEY.

A Convention of the friends of Temperance was held at Newark, Jan. 17, Rev. S. W. HILLIARD presiding. The following resolutions were reported:

Resolved, That intemperance from the use of pure liquors is an evil to be abated by all moral and constitutional means.

That the use of adulterated and drugged liquors is an evil which ought not to be tolerated under a civilized Government.

That considering the more frequent deaths from the use of adulterated liquors, as well as the increasing moral harms, and considering the disclosures made as to the extent to which the process of adulteration is carried, we exhort all, without laying aside other issues, to contribute their efforts to expel the traffic in such adulterated liquors from the State.

That we solicit a law for this purpose, from our present Legislature, as more urgent than any other present interest of State legislation.

That petitions to this effect be gotten up and signed and forwarded to our legislators, and urged upon their attention by all friends of Temperance.

That the officers of this Convention issue such blank petitions.

That, thankful for their past good offices, we solicit the coöperation of the Press of our State in this good work.

That while we hold that the evils of intemperance may be suppressed by proper legislation, we look upon the above efforts as an important advance in the right direction.

That we commend to the friends of Temperance a law now in force in Bloomfield Township, referring the license of taverns to town officers, and suggest the extension of the same to all our townships.

That we recommend that public meetings be held in all parts of the State, and that signatures be obtained to the pledge of total abstinence, and also that Temperance Societies be organized in every School District.

The resolutions occasioned an animated debate. The first one was finally adopted, with the substitution of the word "all" for "pure." For the fourth Mr. HICKS offered the following substitute:

Resolved, That a Committee of three be appointed by this Convention, whose duty it shall be to select with care a law prohibiting entirely the sale of intoxicating liquors in our State, and to submit this law to the Legislature with the request that they shall order a special election of the people, at which election the above-named law should be submitted to the legal voters of this State to say whether they will or will not tolerate the sale of liquors.

A protracted debate arose upon this substitute, which terminated in the rejection of the substitute, and the adoption of the resolution reported by the Committee. The other resolutions were adopted without important discussion.

The following resolution was also adopted:

Resolved, That a State Agent be appointed, and that a Committee of three be appointed to raise $300 as part compensation, with the understanding that collections be taken by him to make up the deficiency.

Rev. T. SOVERHILL was continued as State Agent, and Messrs. G. C. BUSH, S. B. RANSOM, and S. L. JENNISON, were appointed as the Committee called for by the resolution.

Attempted Suicide of a New-England Man.

To the Editor of the New-York Times:

Mr. LOUIS HODGES, whose attempt to commit suicide on Saturday afternoon was referred to in your issue of yesterday, was formerly engaged in the jewelry manufactury at No. 170 Broadway. For several years he occupied a position of the first respectability, and carried on a large business. Yielding to reverses which overtook his affairs he became intemperate, and, for four years, had done business only as an agent of different houses, with whom, however, his dealings have always been correct. Of late he had become much depressed on account of having no employment, and had formed the purpose to put an end to his life. On Saturday morning he inquired of a friend what were the nature and effects of strychnine as a poison. About noon he applied at RUSHTON'S drug store for strychnine sufficient to kill a dog. He was questioned particularly as to the use he intended it for, and on being asked if he knew anyone to whom he could refer, gave the name of Mr. LOOMIS, the head clerk. The deadly drug was then given to him, with the proper precaution as to its use, and he left the store. From there he went directly to Mr. ROBINSON'S office, No. 170 Broadway, where he was shortly afterwards found writhing in great agony. The statement that he was found in the street is incorrect. A physician was sent for, who administered an antidote, and he was admitted to the City Hospital. On Sunday he was discharged, having recovered from the effects of the poison. Mr. HODGES is well-known in New-England, where he is most respectably connected. E. S.

MISCELLANEOUS.

OFFICE FOR PROCURING
AMERICAN AND FOREIGN PATENTS.
J. J. PIRSSON, No. 5 Wall-st., New-York.
A pamphlet of information sent free.

IMPORTANT NOTICE TO
INVENTORS AND PATENTEES.
AMERICAN AND EUROPEAN PATENT
AGENCY OFFICE
of
MESSRS. MUNN & CO.,
in association with
Hon. CHARLES MASON,
Late Commissioner of Patents,
OFFICE OF THE "SCIENTIFIC AMERICAN,"
No. 37 Park row, New-York.

Messrs. MUNN & CO. respectfully give notice that in addition to their own experience, of nearly fifteen years' standing, as solicitors of patents, they have associated with them

Hon. JUDGE MASON,

who was for several years Commissioner of Patents. This arrangement renders their organization thorough and complete, and is a sure guarantee that all business connected with the EXAMINATIONS, INVENTIONS, SPECIFICATIONS, DRAWINGS, REJECTED CASES, INTERFERENCES, INFRINGEMENTS, EXTENSIONS and CAVEATS, will receive prompt and careful attention.

PATENTS SECURED IN ENGLAND, FRANCE, BELGIUM, AUSTRIA, RUSSIA, PRUSSIA,

And all other foreign countries where patent laws exist.

Messrs. MUNN & CO. are not in the habit of publishing testimonials respecting their professional qualifications, but they are induced to present the following letter recently addressed to them by John W. Cochran, a well-known and influential citizen of Maine, who has probably secured as many patents as any other inventor now living:

GENTLEMEN: During the past three months I have employed you to prepare and prosecute six applications for patents, and I take pleasure in stating that all these cases were granted without any essential alteration in the papers. In all my experience as an inventor, which covers a space of twenty-five years, (my first patent was granted in 1834,) I have never had applications so thoroughly and so satisfactorily prepared. Any one contemplating to procure patents has but to visit your immense establishment, and watch the complete system which governs it throughout—as I have done from day to day—to be satisfied that it is the best place, above all others, to apply for information and professional aid in all matters pertaining to letters patent for inventions. Tendering to you and your efficient corps of examiners my thanks for the courtesy and fidelity shown to me and to my business, I am, gentlemen,

Your obliger friend,
JOHN W. COCHRAN.

NEW-YORK, Dec. 20, 1859.

"NEVER TOO LATE TO MEND!"
STARR'S CHEMICALLY PREPARED GLUE,
FOR FAMILY USE.
THE BEST ARTICLE IN MARKET!!!

One of the most convenient and desirable articles known, and of great utility in
EVERY FAMILY,
by reason of its cheapness and reliability in repairing Furniture, Toys, Chairs, Sofas, Pictures, Shellwork, Crockery, Glassware, &c., &c.

The attention of all dealers and consumers is invited to the following testimonials regarding its superior qualities:

NEWARK, NOV. 26, 1859.

After a faithful trial of Starr's Prepared Glue on Wood, Leather and Cloth, at the Phœnix Works, I most cheerfully recommend its use for all purposes generally required, and especially for family use.

C. A. CARTER.

We, the undersigned, having tested Starr's Prepared Glue, agree with the above recommendation:

WM. B. DOUGLASS, Cabinet Ware Manufacturer.
LYSANDER WRIGHT, Machine Depôt, 239 Market-st.
MECKENBURG & LITTELL, Carriage Manufacturers.
WM. H. KIRK & CO., Carpenters and Builders.
LEVERICK & ENDERS, Carriage Makers.

PRICE 25 CENTS PER BOTTLE. A brush goes with each bottle, with full directions for use.

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A splendid Lithographic Show Card, printed in colors, given with each package. Manufactured by
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No. 307 Market-st., Newark, N. J.
Depôt No. 102 Fulton-st., New-York.
THOMAS JOHNSON, Agent.

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For sale everywhere by all Druggists, Grocers, Hardware, Toy, Book, Fancy and General Furnishing Stores.

TAYLOR'S SALOONS, NOS. 365 AND 367 BROADWAY.

Business Men will find the lower or Fountain Saloon a convenient, quiet and economical place to dine. The Bill of Fare is the largest in the City.

NATIONAL BANK NOTE COMPANY—NO. 1 Wall-st.—Bank Note Engraving and Printing in every form promptly executed. All the modern improvements of value, with new designs and materials, and important safeguards, devised by this Company, to prevent counterfeiting and altering bills, are now offered. Drafts, bonds and certificates of all descriptions engraved and printed. R. S. OAKLEY, President.

SAMUEL SYLVA, Treasurer.
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A LARGE ASSORTMENT OF WELL-SEASONED Billiard Tables, made in the best possible manner, and at reasonable prices, will be found at the FRELAN Billiard Table Manufactory, Nos. 63, 65, 67 and 69 Crosby-street, New-York. Every article connected with the trade at the lowest rates.

STEAM PRINTING AT STEAM PRICES.—Mercantile, commercial and other kinds of job and card printing done in handsome style at THOMAS E. SUTTON'S Steam Printing office, No. 142 Fulton st., between Broadway and Nassau-st.

FOR SALE VERY LOW—A NACHET MICROSCOPE nearly new, with three eye-pieces, five sets of object glasses, acromatic condenser, large bulls-eye, polarizing apparatus and an amplifier. Can be seen at No. 166 East 14th-st.

FURNITURE.

ENAMELED FURNITURE.

Parties in search of Chamber Furniture that will stand the "test of time," may rely upon getting superior goods at moderate prices, both in Enameled and Solid Walnut Suites. Also Paillasses and Mattresses. WARREN WARD, No. 377 Canal-st., four doors east of Broadway.

LOST AND FOUND.

THE BANK-BOOK OF THOMAS LEE, deceased, No. 31 9-0, on the Seamen's Bank for savings, having been lost, mislaid or destroyed, notice is hereby given that the undersigned will apply immediately to said Savings Bank for a duplicate book.

N. P. RUSSELL, Public Administrator.
NEW-YORK, Jan. 16, 1860. No. 271 Broadway.

SITUATIONS WANTED

FEMALES.

WANTED—SITUATIONS BY THREE RESPECTable Protestant young women—American, English and Scotch: the Scotch girl as chambermaid and laundress, or general house-work; the English girl as nurse and seamstress or chambermaid and waitress, and the American girl as ladies'-maid or nurse and seamstress; also by a smart mulatto girl as chambermaid and waiter, or chambermaid and seamstress. Apply at WRISLEY'S First-class Female Office, No. 262 4th-av., above 22d-st.

WANTED—SITUATIONS BY TWO RESPECTable young women, one as cook and assist with the washing and ironing, and the other as chambermaid and waitress in a small private family; best of City reference. Call at No. 96 West 19th-st., between 6th and 7th avs., for two days.

WANTED—TWO RESPECTABLE PROTESTANT girls wish situations in a respectable private family; one as good cook, the other as laundress or chambermaid and sewing. Call for two days at No. 183 East 12th-st., second floor, front room. No objection to the country.

WANTED—A SITUATION BY A PERSON AS seamstress and to assist in domestic affairs, or to take care of a grown child; can cut and fit ladies' and children's dresses, and do plain sewing; a respectable situation is desired; the best of references as to character and respectability. Call at No. 149 8th-av.

WANTED—A SITUATION BY A RESPECTABLE American girl as seamstress; can make boys' clothes, or turn her hand to every kind of sewing, and willing to make herself generally useful. Can give the best of references. Can be seen for one week at No. 62 Hester-st.

WANTED—BY TWO SISTERS, SCOTCH PROTestant girls, situations; one as cook, and to assist in the washing and ironing; and the other as chambermaid, and to assist in the washing and ironing; prefer to go a short distance in the country. Can be seen, for two days, at No. 298 West 38th-st.

WANTED—A SITUATION BY A RESPECTABLE woman as cook; thoroughly understands her business; no objections to a private boarding house. Has the best of City references. Apply at No. 276 Avenue A, third floor, back room, for two days.

WANTED—BY TWO SISTERS, (AMERICANS,) situations in an Episcopal family, as companion to a lady, or as nursery governess. The country preferred. Address personally, for one week, No. 282 Atlantic-st., Brooklyn.

WANTED—A SITUATION AS FIRST-CLASS cook and baker of bread and pastry; understands all kinds of soups and desserts; understands her business well; has the best of City reference. Apply at No. 23 Prince-st., between Mott and Elizabeth. No objection to the country.

WANTED—BY A GENTEEL AMERICAN young woman, a situation as nurse and plain seamstress; has had large experience among children; is also very useful about a house, as ladies' maid, &c.; is willing and obliging. Can be seen at No. 424 Broadway, up stairs.

WANTED—BY A TRUSTWORTHY, COMPETENT young woman, a situation in a small private family; she is a good plain cook; understands washing; or would do chamber-work; has ten years' high character. Can be seen at No. 63, corner 20th-st. and 6th-av.

WANTED—A SITUATION BY A PROTESTANT girl to go South, in the capacity of child's nurse or lady's maid; she can come well recommended. Address, during the ensuing fortnight, CELIA TAYLOR, Jersey City Post-office.

WANTED—BY A RESPECTABLE WOMAN, A situation to cook wash and iron; or to do all the cooking only; best of City references from her last place. Can be seen for 2 days at No. 140 26th-st., between 2d and 3d avs.

WANTED—A SITUATION BY AN AMERICAN woman as cook and assist in washing and ironing, who thoroughly understands her business. The best of reference given. She will be seen for two days at No. 113 St. Mark's place in the basement.

WANTED—BY A NEAT RESPECTABLE GERman woman a situation as first-class cook—both meat and pastry; will assist in the washing; can be highly recommended; will be found an excellent domestic. Apply at No. 376 6th-av., 1st floor, front.

WANTED—A SITUATION FOR A TRUSTWORthy, economical and highly recommended girl, as cook and laundress or general servant; is a good cook and most superior washer and ironer; very willing, obliging and neat. Call at No. 58 Atlantic-st., Brooklyn.

WANTED—A SITUATION, BY A RESPECTABLE young woman, as chambermaid or waitress; has good City reference from her last place. Apply at No. 70 Court-st., Brooklyn, in the bakery, between the hours of 10 and 4, for 2 days.

WANTED—A SITUATION IN THE CITY OR country as first class cook, or cook and to wash and iron, as waiter and chambermaid and to do housework, by very competent girls. Call at E. CARROLL'S, No. 69 6th av.

WANTED—A SITUATION BY A RESPECTABLE Protestant woman; is a first class laundress, understands French fluting; has lived in the best of private families. Can be seen at No. 1 Union Court, University-place, between 11th and 12th sts.

WANTED.—A RESPECTABLE GIRL WISHES A situation as chambermaid and waitress; is willing and obliging; wishes to go in a respectable private family. Call, for 2 days, at No. 256 6th-av., corner of 26th-st.

WANTED—BY A RESPECTABLE GIRL, A SITuation, in a private family, as good cook and baker, and excellent washer and ironer; good City reference, if required. Call, for two days, at No. 229 West 21st-st.

WANTED—BY A YOUNG LADY, A SITUATION as companion to a lady, or governess to children. Salary no object. References exchanged. Call at No. 174 West 21st-st., from 9 A. M. till 3 P. M.

WANTED—A SITUATION AS WAITRESS BY A young girl who understands her business from experience. First class City references. Apply at No. 321 1st-av., between 19th and 20th sts., top floor, back.

WANTED—A SITUATION, BY A RESPECTABLE girl; is a competent seamstress; can cut and fit children's dresses; best City reference. Apply at No. 56 East 18th-st., between Broadway and 4th-av.

WANTED—BY A GERMAN YOUNG WOMAN, A situation as chambermaid and laundress, or as cook, washer and ironer. Good City references given. Apply at 7 11th-st., near Broadway, from 9 to 4 o'clock.

WANTED—A COOK'S PLACE, BY A YOUNG WOman; is a first-class cook; good references given. Call at No. 63 20th st., corner of 6th-av.

A YOUNG WIDOW DESIRES AN ENGAGEMENT as copyist or amanuensis or would take charge of the children of a widower. Address with return stamp E. M., Station D, 8th-st.

GOOD FEMALE AND MALE FRENCH, German and other servants at Nos. 13 and 14 Bible House, 8th st. between 3d and 4th avs.; also, first-class French and other cooks. French, German and Italian languages spoken. A lady in attendance.

MALES.

WANTED—A SITUATION BY AN EXCELLENT private waiter, an intelligent Protestant man, with good references, in a gentleman's family; can be highly recommended from his present situation for honesty, sobriety and capability; understands the work of a first-class family; the care of silver, furniture, marketing, &c. Can be seen at 65 West 26th st., near 6th-av., for two days.

WANTED.—A YOUNG MARRIED MAN OF ENergy and good address desires a situation as salesman; has had six years' experience in the wholesale linware and house-furnishing business with first class houses in this City, and can furnish the best of references. Is prepared to take hold of any other business, and push it with vigor. Address H. H., Box No. 2,517 Post-office.

WANTED—A SITUATION AS COACHMAN OR groom, by a young single man of long experience in the care and treatment of horses in Europe and this country; is a most competent groom and trusty driver; has no objections to the country; good City reference. Call or address B. C., No. 190 East 12th st., where he can be seen for two days.

WANTED—A COACHMAN'S SITUATION, BY A Scotchman, in a private family, who has had twenty years' experience; understands horsemanship thoroughly, having been trained in one of the head riding schools in England; lived with some of the best families in the City; best of City reference given. Address T. D., No. 663½ Carmine-st., near Bedford.

WANTED—A SITUATION AS COACHMAN, BY A respectable man, who thoroughly understands his business, and can bring the best of recommendations for sobriety, industry, honesty and capability. Address M. A., at C. Waters' saddlery store, No. 840 Broadway, corner of 13th-st.

WANTED—BY A COMPETENT WOMAN, A SITuation as regular seamstress; cuts and fits ladies' and children's dresses; operates on Grover & Baker's sewing machines; makes button-holes neatly; will do light chamber-work; best of reference given as to character and competency. Call at No. 216 East 23d-st., for two days. Wages $9.

WANTED—BY A PROTESTANT MAN, A SItuation as coachman; is a good and careful driver, and keeps all things in good order; is accommodating and obliging; can take care of a vegetable garden; is a good milker; has good reference. Address, for two days, C. W., Box No. 200 *Times* Office.

WANTED—A SITUATION AS COACHMAN, BY a man 27 years old; has the best of City reference as to character; has lived with the best families in England, and is competent to take charge of all concerning a stable. Address COACHMAN, Box No. 187 *Times* Office.

WANTED—A SITUATION, BY A MARRIED Englishman, as coachman or coachman and gardener; has long experience in both branches, both here and at home; has good experience in City driving. A note addressed J. S., Box No. 210 *Times* Office, for three days, will be attended to.

WANTED—A SITUATION, BY A PROTESTANT young man, in the country, to care and drive horses; can milk cows and make himself generally useful about a gentleman's place. Can be well recommended. Apply for three days at No. 124 4th av., near 12th st.

WANTED—A SITUATION BY A YOUNG Scotchman, who has been some time in this country; understands vegetable gardening, and has a thorough knowledge of horses—would be willing to drive in the City; can give satisfactory references. Apply at 8mith's seed store, No. 64 White st.

WANTED—A SITUATION, BY A YOUNG MAN, as coachman and groom; no objections to work in a garden if required, or make himself generally useful; understands his business in all its branches. Can be seen for two days at No. 1 022 Broadway. J. EARLY.

WANTED—A BARKEEPER'S SITUATION, BY an honest, sober, active man, one who understands his business perfectly and can give the best of City reference. Address BARKEEPER, Box No. 220 *Times* Office, for three days.

WANTED—A SITUATION AS COACHMAN AND groom, by a steady, competent young man, who thoroughly understands his business; he will be highly recommended as to honesty, capability and sobriety. Call, or address F. M. No. 74 West 22d-st., for one week.

WANTED—BY A YOUNG MAN, FROM CANADA, a situation in a wholesale or retail hat, fur and straw goods house, as salesman. Best references given. Has had six years' experience. Address R. W. W., Box No. 158 *Times* Office.

WANTED—BY A GOOD PORTER AND PACKER, a place in a clothing store; is a fair marker; good City reference. Address P. P., Box No. 199 *Times* Office.

SITUATIONS WANTED.

MALES.

WANTED—A COACHMAN AND GARDENER'S situation by a respectable young man; country preferred; has good City reference for experience, honesty and sobriety. Apply, for two days, at No. 222 4th-av., between 22d and 23d sts.

WANTED—A SITUATION AS WAITER BY A man who understands his business, and has good City references. Address to CORWIN & CO., No. 900 Broadway.

WANTED—BY A BOOKKEEPER, A SITUATION in a wholesale house (hardware preferred); is a young man, single, and refers to his present employers. Address H., Box No. 201 *Times* Office.

A BOOK-KEEPER.—A YOUNG MAN, WHO has had five years' experience in this City, and is fully competent, desires a situation; would make his employer's interest his own. Can give the best City references. Address B., Box No. 163 *Times* Office, for one week.

HELP WANTED.

FARM MANAGER.—WANTED A PERSON OF good experience, able to keep the place in order, and superintend the man; willing to make himself useful and valuable to his employer. None need apply whose recommendations are not entirely satisfactory. A permanent arrangement will be made to a good man. Say where last engaged, and address MANAGER, Box No. 163 *Times* Office.

WANTED—A NUMBER OF GOOD DRUMMERS, as enlisted men in one of our City regiments. They will be uniformed and their services paid for. For full particulars apply at the Mercer House, corner Broome and Mercer sts., on Saturday evening, Jan. 21, at 7½ o'clock. Must be over 19 years of age.

WANTED—AS SEAMSTRESS AND TO ASSIST with children, a steady respectable woman, who has had experience with children, and can walk on a lady in delicate health. Unexceptionable references required as to capability, neatness, honesty and good temper. Apply, after 10 A. M., in 4th-av. fourth door above 35th-st., Murray Hill.

WANTED—TO OVERSEE A PRIVATE STABLE, a competent man; one that can keep discipline and keep sober; liberal wages will be given; state in answer whether married, and former places of employment. Address S. R. R., Box No. 163 *Times* Office.

WANTED—AGENTS IN EVERY CITY AND town. An active person, with a capital of $25, can make $25 per week. J. R. COOLEY & Co., Poughkeepsie, N. Y.

WANTED—A YOUNG WOMAN AS NURSE, IN A small family, at New-Brighton. A Protestant, with good recommendations, preferred. Apply at No. 32 St. Mark's place, 8th-st.

WANTED—A GIRL TO DO GENERAL HOUSEwork in a small family. Must be a good plain cook and laundress, neat and tidy in her personal appearance, with good reference. No. 134 West 53d-st.

WANTED—A PROTESTANT GIRL, TO DO plain cooking, washing and ironing, in a small family in the country. Call at No. 74 Remsen-st., Brooklyn, between 1 and 3 P. M.

$2 A DAY.—WANTED, SEVERAL LADIES OF good address, for a money-making business, pleasant, honest and genteel. Apply, with references, at Room No 16 Appleton Building. Also, four ladies to travel.

HELP WANTED.—A PROTESTANT GIRL TO do the work of a small family. Must come well recommended. Call at No 17 Bethune-st.

INSTRUCTION.

MRS. WILLIAMS'
FRENCH AND ENGLISH
BOARDING AND DAY SCHOOL.
No. 26 West 39th-st., near 5th-av.,

is now open for the reception of pupils. The "PRIVATE CLASS" meets three times a week. This Class offers peculiar advantages to young ladies who have left school and wish to pursue with masters a course of HISTORY, LITERATURE, LANGUAGES, MUSIC, PAINTING and DRAWING. For these accomplishments the most distinguished talent is secured.

R. F. I.

The Winter term of the ROCKLAND FEMALE INSTITUTE, at Nyack-on-the-Hudson, will commence Nov. 2.

For admission or Circulars containing full particulars address L. D. & C. F. MANSFIELD, Principals.

THE VAN NORMAN INSTITUTE.

An English and French Boarding and Day School for young ladies Nos. 3 and 5 West 38th-st., Murray Hill, near 5th-av., New-York, will reopen, after the Christmas Holidays, on Wednesday, Jan. 4, 1860. For circular, giving full information, apply to Rev. D. C. VAN NORMAN, LL. D., Principal.

MOUNT WASHINGTON COLLEGIATE INSTITUTE,

On Washington-square, No. 218 4th-st., corner of Macdougal, (Messrs. CLARK and FANNING, Principals.) Male pupils of all ages received at any time, and prepared for business or College. School quarters begin Nov. 29, Feb 6, and April 6.

MISS A. VAN WAGENEN'S BOARDING and Day School for Young Ladies will reopen on WEDNESDAY, Jan. 4, at No. 53 West 33d-st.

SIGNOR G. MAGRI, PROFESSOR OF THE Italian, French, Spanish, Portuguese, English, and Latin languages, has the honor to announce to the public that he has opened classes, day and evening, for ladies and gentlemen, on moderate terms, at his residence. Address No. 134 West 40th-st., near 7th-av.

BANJO, BANJO, BANJO—TAUGHT AT THE Pupil's residence in New-York and Brooklyn. Gentlemen desirous of becoming proficient players on the Banjo can do so by my new method, which is superior to any now in practice. Address G. C. D., Box No. 208 *Times* Office.

CLASSICAL AND ENGLISH SCHOOL—No. 20 East 31st-st.—JAMES WEIR MASON Second session begins Feb. 6. Personal instruction by the Principal, and thorough drilling in the English branches. Circulars at Carter's No. 630 Broadway, and at the school.

EDUCATION AT ANY AGE.—INSTRUCTION in English, Classics, Mathematics or French at the residence of pupils or in schools, by an efficient Teacher, graduate of Yale College, (speaking French) of much experience. Address RALPH DAYTON, No. 170 Bleecker-st., or call at 1 o'clock P. M.

$32 50 PER QUARTER. ASHLAND INSTITUTE, GREENE Co., N. Y. Rev. HENRY J. FOX, A. M., Principal. Students (either sex) received any time.

MR. GEO. C. ANTHON'S CLASSICAL, French and English School, (with Gymnasium,) Broadway, S. E. cor. 18th st. Circulars at the School.

MUSIC.—A LADY WELL EXPERIENCED IN teaching the piano, and having a few vacant hours, would like to have a few more pupils to instruct at their residence. Apply at No. 27 Perry-st.

CALL AND SEE.—WAX FRUIT, WAX VASES, taught in easy lessons, cheap, by Miss STANLEY, No. 60 Morris-st.

A LADY DESIRES TO TEACH A FEW more pupils lessons on the piano-forte; will refer to her present patrons. Apply No. 157 Madison-av.

TEACHERS.

GOVERNESS.—AN ENGLISH LADY, OF MANY years' experience in teaching in Europe and America, wishes a few more engagements; qualifications are English, French and German in all their branches; can give the best of City reference. Terms moderate. Address T. V., Union-square Post office, or Box No. 206 *Times* Office.

GOVERNESS.—A YOUNG LADY IS DESIROUS of obtaining a situation in or near the City of New-York as a governess, to instruct in the usual branches of English, French and music. Children under twelve preferred. Address J. L. S., Box No. 108 *Times* Office.

WANTED.—A YOUNG LADY, ACCOMPLISHED and competent wants a situation as governess or teacher, in a private family; can teach the English branches, French, drawing, painting and music. Call or address No. 249 Adams-st., Brooklyn.

NEW PUBLICATIONS.

TICKNOR & FIELDS
PUBLISH THIS DAY:

I.
POEMS.
By the Author of
"John Halifax," &c.
One volume, 16mo. 75 cents.

II.
POEMS.
By SYDNEY DOBELL.
Including "England in Time of War," "The Roman," "Balder," &c.
One vol. blue and gold. 75 cents.

NEW MUSIC.—"WATERS' COLLECTION OF Sacred Melodies," consisting of songs, solos, trios, quartettes and choruses, for Sabbath singing, easily arranged to the piano by A. CULL. "Music of Angels" "When Light comes o'er the Plain," "Happy Christmas Morn," "My Mother, dear, I Fondly Love" "When Sorrow thy Bright Form Clouded" "I Ought to Love my Mother," "Beautiful Zion," &c., 25 cents each cantata. "Announcement of the Saviour's Birth," 35 cents, mailed free. Just published by HORACE WATERS, Agent, No. 333 Broadway.

BACK NUMBERS OF VARIOUS PAPERS for sale. Address C., Box No. 158 *Times* Office.

PAINTS, OILS AND BRUSHES.

UNION COLOR WORKS.

PARIS GREEN, PRUSSIAN BLUE, CHROME GREEN,
of prime quality, for sale very low by
TAYLOR & BERDAN,
No. 179 Pearl-st.

COAL OIL.—FULLY EQUAL TO THE BEST IN market, for sale at less than usual prices, by JOHN W. QUINCY & CO. No. 98 William-st.

DENTISTRY.

A CLEAN AND WHOLESOME APPEARance of the mouth is the strongest letter of recommendation.—Pain and loss of teeth entirely prevented by my new method of filling, which is warranted. Teeth and fangs ingeniously removed without sensation. Old sets exchanged, fitted or repaired; and new sets in handsomest style.
VINCENT W. BATES, Dentist,
No. 856 Broadway, corner of 13th-st.

MACHINERY.

ERICSSON'S CALORIC ENGINES.
I. P. MORRIS & CO.,
Nos. 126 Walnut-st., Philadelphia,
Manufacture and sell Ericsson's Caloric Engines.

WEDDING & VISITING CARDS

AT EVERDELL'S.

These celebrated cards, splendidly engraved, can only be had—Broadway, corner of Duane-st.

REAL ESTATE FOR SALE.

VALUABLE REAL ESTATE AT FORDHAM HEIGHTS FOR SALE.—The homestead of the late James Bathgate, Esq., situated at Fordham, Westchester County, is offered at private sale. To speculators, or gentlemen wishing country seats, this farm possesses as many advantages as any property that has been offered in the vicinity of New-York. It is one mile from the railroad depot at Fordham and Williamsbridge, and about the same distance from the steamboat landing on the Hudson River. A large portion of the purchase money can remain on bond and mortgage for a term of years. Apply to JAMES B. RAYMOND, No. 113 Broad-st., New-York, or CHARLES W. BARTGATE, on the premises, at Fordham.

FOR SALE—TO CLOSE AN ESTATE.—THE NEW three-story basement and sub-cellar brown-stone front Houses, Nos. 15, 19 and 21 Second-place, Brooklyn. Lots 20 feet 1½ inches by 138 feet 5½ inches. Parties desirous of purchasing will find the above desirable, both on account of location and being finished in a thorough manner; with Ridgewood water, bath-rooms, marble basins, speaking tubes, range, furnace, &c. A large proportion of the purchase money can remain on bond and mortgage. Apply to E. R. KELLOGG, Executor, No. 90 Beaver-st., New-York.

$4,000 CASH ONLY.—THE THREE-STORY brown-stone house, No. 174 West 23d-st., in a pleasant and retired neighborhood, convenient to stages and cars, with all the modern improvements, gas, bath, hot and cold water, laundry, &c., recently fitted up in the most complete manner for his own use. Inquire of CLEMENT M. LEAMAN, British Commercial Life Insurance Company, No. 65 Wall-st. Price $10,000; $5,000 or $6,000 can remain on mortgage.

MURRAY HILL PROPERTY FOR SALE.—The four-story, brown stone, English basement house, eligibly situated, No. 46 West 36th-st.; has been recently put in thorough repair, and newly fresco'ed and painted throughout; is provided with all the modern improvements, gas fixtures, &c., will be sold on easy terms. Apply to W. F. CHURCH, No. 29 John-st., or to G. G. COFFIN, Post-office. Possession immediately. Can be seen any time during the day.

A FIRST-CLASS HOUSE AT A LOW PRICE, on a corner, in one of the finest neighborhoods in New-York, being opposite Stuyvesant Park, vicinity of St. George's Church, south-east corner of 15th-st. and 2d-av. Lot 30 by 123 feet, has a splendid court-yard and room for a stable. For permit to see the premises, &c., apply at the owner's, No. 255 Broome st. A large proportion of the purchase money can remain on bond and mortgage. FRANK S. ALLEN.

HOUSE AND LOT IN BROOKLYN FOR SALE.—Lot 20x100, house 20x50, first-class three-story brick, high brown-stone basement, finished in elegant style; Ridgewood water, heater, gas, &c., in complete order, and pleasant situation. Furniture nearly new, will be sold with the house if desired. Terms easy. Inquire of Mr. LEET, No. 351 Broadway, or No. 260 Degraw-st., Brooklyn.

FOR SALE—THE PROPERTY NO. 45 ROSE-ST., lot 23 front, 120 feet 9 inches deep on the east side, 20 feet 5 inches rear, and 131 feet 2 inches deep on the south side. There is a two-story brick-front house and two additions, and a three-story brick shop in the rear, 18x25 feet, used as a brass founder's shop. Terms reasonable. Apply to WM. GLOVER, No. 470 Washington Market.

FOR SALE OR EXCHANGE—FOR A FIRST-class dwelling-house, in the City or Brooklyn, or in Yonkers, a quantity of first-class Western Farming Lands, of positive value, situated in a thickly-settled portion of Iowa. This property was purchased in 1857, as an investment. Address A. B., Box No. 167 *Times* Office.

FOR SALE OR TO RENT—THREE NEW, Philadelphia-front, brick houses, on the north side of 83d-st., 100 feet from 3d-av. They are 3 stories high, with basements and sub-cellars, and are furnished with most of the modern improvements. Possession can be had immediately. Apply to JOHN TURNER, at the paint-store, 86th-st. and 3d-av. Price $4,250 each.

FOR SALE—A FIRST-CLASS, THREE-STORY, brown-stone front house, 24x50 feet, finished in the best style, on the southeast corner of Lexington-av. and 39th-st., being one of the most improving sites on Murray Hill. Inquire on the premises. Also two brown-stone front houses in 39th-st.

FOR SALE—A THREE-STORY AND BASEMENT house, in the immediate vicinity of the Brick Church and the Tabernacle, with all the modern conveniences, and beautifully finished inside. Price $9,000, half on bond and mortgage. Furniture will be sold with it if desired. Address Box No. 2,209 *Times* Office.

BROOKLYN HEIGHTS.—FOR SALE—A first-class three-story and attic, brown-stone front house, with all modern improvements, in perfect order, situate in Remsen-st.; half the purchase money can remain on mortgage. Apply to MANN & RODMAN, Attorneys, Jauncey Court, No. 39 Wall st.

ORANGE.—ORANGE.—ORANGE.—ORANGE.—For sale at Orange, N. J., a fine country seat; new modern house, four acres of beautiful garden land, covered with fruit. Pleasantly located one mile from either depôt. Would exchange for good City property. Inquire of A. W. BARNES, No. 144 Chatham-st.

FOR SALE—A THREE-STORY AND BASEMENT house in East 18th-st., near Union-square; the house is in complete order, and would be an excellent situation for a physician or dentist; terms very moderate. Apply to HOMER MORGAN, Pine-st., No. 3 Metropolitan Bank.

FOR SALE—HOUSE 40x45 AND STABLE, WITH 8 lots corner of Gates and Franklin avs., Brooklyn. House with modern improvements; grounds planted with trees and shrubbery. F. S. HOFFMAN, No. 284 Pearl-st., or the Market Bank, New-York. FOSTER & LOPER, No. 4 Sands st., Brooklyn.

YONKERS PROPERTY.—TO WOOL HAT manufacturers and others. For sale or exchange, a large brick building, 72 feet 6 inches front by 118 feet 6 inches deep, with lot 66x40, dock in front of building, and steam power all complete, at Yonkers. Apply to H. F. DEVOE, Yonkers, or No. 320 West st., New-York.

FARMS, SELECTED COUNTRY RESIDENCES and building sites, commanding fine river and interior views, situated in Bergen, Rockland, Orange and Westchester Counties, for sale cheap. S. SEYMOUR, Consulting Engineer, Real Estate and General Agent, No. 31 Pine-st., New-York.

FOR SALE—AN EXCELLENT FARM OF SEVenty acres, two miles and a-half from New-Haven, Connecticut—forty acres under cultivation, balance woodland; 400 grafted appletrees just in bearing; good house, barn, shop, &c. Apply to ROBERT A. BABB, No. 167 Broadway.

FOR SALE—THAT DESIRABLE PROPERTY situated on the northeast corner of 24-av. and 14th-st., being 13 feet and 3 inches on 24-av. by 94 feet on 14th-st. including a court of 8 feet in front on 24-av. Terms easy. Apply to J. MILTON WATKINSON, No. 34 Elizabeth-st.

FOR SALE OR EXCHANGE—A GOOD WESTchester County farm, 112 acres, full-stocked. Inquire at No. 156 5th av., corner 21st-st., from 8 to 1 P. M. Possession of a portion of the purchase money can remain for a term of years at 6 per cent.

FOR SALE.—THE NEW FIRST-CLASS FOUR-story, high stoop brown-stone front house No. 230 2d-av., near Stuyvesant-square, finished with all the modern improvements. Price $9,500. Apply on the premises.

FOR SALE.—THE LEASE AND FURNITURE OF a first-class house richly furnished, in House on 3d-st., West of Broadway, for one half the value. Apply to IRELAND & CO., No. 116 Broadway.

FOR SALE—BROADWAY.—HOUSE AND LOT for sale on easy terms. The lot is more than a full lot, near 23d-st. Possession immediately. Address JOHN W. WOOD, Box No. 193 *Times* Office.

FOR SALE—HOUSE NO. 73 COLUMBIA-STREET Brooklyn. Apply to ALFRED EDWARDS, No. 111 Broadway, New-York.

FOR SALE—HOUSE NO. 38 WILLOW STREET, Brooklyn. Apply to ALFRED EDWARDS, No. 111 Broadway, New-York.

W. L. SEYMOUR, REAL ESTATE BROKER, AND AUCTIONEER—No. 19 Nassau-st., Room No. 5, would offer his services to parties wishing to dispose of their property, either at public or private sale; houses and stores let, and rents collected; all business intrusted to his care will be promptly attended to. Owners of country property will please note the above.

IRVING & WINTHROP, REAL ESTATE Brokers, No. 44

FINANCIAL.

DUNCAN, SHERMAN & CO.,
BANKERS,
CORNER PINE AND NASSAU STS., NEW-YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT
for travelers, available in all the principal cities of the world.

EUGENE THOMSON,
AUCTIONEER AND BROKER,
No. 37 William-st., buys and sells Stocks and Bonds at Brokers' Board; Insurance Stock at private sale. Price current of Insurance Stock furnished on application.

P. W. GALLAUDET, NOTE-BROKER,
NO. 64 WALL-STREET.
Business paper negotiated at lowest rates. Advances made on Notes left for sale.
Loans obtained on good securities.

ALBERT H. NICOLAY,
AUCTIONEER, BROKER and BANKER, No. 52 William-st. INSURANCE STOCK and other securities at private sale. STOCKS and BONDS bought and sold at the Brokers' Board.

INTEREST ON CITY STOCKS.
The interest on the stocks of the Corporation of the City of New-York, due Feb. 1, 1860, will be paid on that day by A. V. Stout, Chamberlain, at the Shoe and Leather Bank.
The transfer books will be closed on Saturday, the 14th inst.
For the accommodation of stockholders, transfers will be permitted during the period the books remain closed, to take effect Feb. 1. ROBT. T. HAWS, Comptroller.

CITY OF NEW-YORK, DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, Jan. 6, 1860.

BOWERY SAVINGS BANK, NEW-YORK, Jan. 12, 1860.
THE DEPOSITORS ARE HEREBY NOTIfied that interest, at the rate of FIVE PER CENT. PER ANNUM, on all sums of FIVE DOLLARS and upward, and not exceeding FIVE HUNDRED DOLLARS, and FOUR PER CENT. PER ANNUM on all sums over FIVE HUNDRED DOLLARS, which have been deposited at least three months previous to the 1st inst., will be allowed to the depositors, payable on and after MONDAY, the 16th inst., in accordance with the provisions of the By-laws. All interest not called for will remain as principal, and draw interest accordingly from 1st inst. This Bank is open for business daily from 10 to 3 o'clock, and on Monday, Wednesday and Friday evenings, from 6 to 7 o'clock, at No 130 Bowery. By order of the Trustees. THOMAS JEREMIAH, President.
G. H. COGGESHALL, Secretary.

BANK FOR SAVINGS, NO. 67 BLEECKER-STREET—Jan. 11, 1860.—Under provision of the by-laws, the Board of Trustees have this day declared an interest for the last six months, at the rate of Five Per Cent., on all sums amounting to less than $500, and at the rate of Four Per Cent. per annum on all sums amounting to $500 and upwards, payable on and after the 3d MONDAY of the present month.
Also, an extra dividend of one per cent. being in addition and precisely equal in amount to the usual half-yearly interest allowed to depositors at this period; such extra dividend to be calculated on the same principle, and made payable to depositors, or passed to their credit at the same time with the said half yearly interest.
Interest not called for will be carried to the credit of depositors as principal.
JAMES DEPEYSTER OGDEN, Secretary.

NEW-YORK AND ERIE RAILROAD COMPANY.—At a meeting of the Board of Directors, held on the 4th inst. the undersigned were requested, in view of the large European subscriptions to the plan of re-organization known to be ready for transmission, or on their way to New York, to receive further assents until the 1st of February. The undersigned are prepared to receive assents until that time. The adherents to the plan are so large as to warrant the belief that the Company will be re-organized upon this basis. Assents can be sent, as heretofore, to HORATIO N. OTIS, Secretary, No. 45 Wall-st., New-York, or to the subscribers.
DUDLEY S GREGORY,
J. C. BANCROFT DAVIS.
Dated Jan. 12, 1860.

CITY OF LOUISVILLE, KY., WATER LOAN BONDS.—The subscribers offer for sale the balance of the loan issued by the City of Louisville to fully complete the Water Works for supplying said city. The Bonds mature May 1, 1880, principal and interest payable in the City of New-York.
The Bonds are secured (beside the faith of the city) by the pledge of the stock in and revenues of the Water Company, and a special irrepealable tax on the entire real and personal property of the city.
Full particulars of the finances of the city, and other information concerning the Bonds, may be had on application to
CLARK, DODGE & CO., No. 51 Wall-st.

OFFICE OF THE DELANO LIFE PRESERVING COAT AND VEST COMPANY, No. 256 BROADWAY, NEW YORK, Jan. 16, 1858.
THE ANNUAL MEETING OF THE STOCKholders of the Delano Life Preserving Coat and Vest Company will be held at the office of the Company, No. 256 Broadway, on MONDAY, Jan. 30, 1860, between the hours of 12 M. and 3 P. M., at which time seven Directors will be elected for the ensuing year; also, three Inspectors of Election for next annual election.
The Stock Book for the transfer of stock will be closed ten days prior to day of election.
L. L. MOORE, Secretary.

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY'S SINKING FUND BONDS—Agreeably to the provisions of the first mortgage securing said Bonds, proposals will be received by the undersigned at Boston, until noon on Wednesday, the 25th day of January next, for the sale and delivery to me, within five days thereafter, of thirty-four (34 or any portion thereof,) of the one-thousand dollar Bonds of said Company, payable Jan. 1, 1863, for the Sinking Fund. Chicago, Burlington & Quincy R. R. Co., by
EDWARD L. BAKER, Finance Com.
BOSTON, Dec. 22, 1859.

$78,000 MORGAN COUNTY BONDS OF Illinois for sale, $500 each, bearing 6 per cent. interest, payable annually in New-York. This is an old settled and rich agricultural county, population 22,000, taxable property seven millions. Debt, originally $200,000, but $21,500 has been anticipated out of her surplus revenue, and this will be done to some extent yearly, it is expected, till the whole amount is retired. Apply to
M. K. JESUP & CO., No. 44 Exchange-place.

THE UNITED STATES STEAM SUGAR REFINING COMPANY—At an election held Jan. 17, at the office of the Company, the following gentlemen were chosen Trustees for the ensuing year: Messrs. C. Darling, Frederick Cabillos, Chas. Denison, Jr., P. C. Schuyler and P. N. Spofford. Mr. Darling declining a re-election as President, P. C. SCHUYLER was elected President, Peter Ceballos re-elected Vice President and Treasurer and P. N. Spofford secretary.
NEW-YORK, Jan. 18, 1860. P. N. SPOFFORD, Sec'y.

UNION DIME SAVINGS BANK—NO 429 Canal-st., corner of Varick-st. Open daily from 10 A. M. to 2 P. M. and from 5 to 7 P. M. Six per cent. interest paid. Deposits made on or before January 20, draw interest from Jan. 1. Sums from 10 cents to $5,000 received.
GEO. SEELY, JOHN McLEAN, } Vice Presidents,
E. V. HAUGHWOUT, President.
GARDNER S. CHAPIN, Secretary.

CHATHAM BANK DIVIDEND.—A DIVIdend of Three and a Half (3½) per Cent. has been this day declared, payable on and after 16th January next. The transfer books will remain closed from the 3d to the 16th, inclusive. O. H. SCHREINER, Cashier.
NEW-YORK, Dec. 28, 1859.

THE HALF-YEARLY INTEREST ON the First Mortgage Bonds of the Cincinnati, Hamilton and Dayton Railroad Company, due Jan. 20, 1860, will be paid on presentation at the Bank of America.
S. THOMMEDIEU, President.
NEW-YORK, Jan. 16, 1860.

HUDSON RIVER RAILROAD BOND INTEREST.—Interest on the First Mortgage Bonds of this Company, due Feb. 1, will be paid at the Treasurer's office. The transfer books will be closed on and after Jan. 19, until day of payment.
C. C. CLARKE, Treasurer.

GAS-LIGHT STOCK FOR SALE.—THREE hundred thousand dollars stock of various Gas-light Companies in the United States, paying 8 to 12 per cent. dividend. JOHN B MURRAY, Rooms of the American Gas-light *Journal*, Iron Buildings, No. 254 Canal-st., near Broadway.

THE ANNUAL MEETING OF THE Stockholders of the Damascus Steel and Iron Company, will be held at their office, No 71 John-st., New-York, on WEDNESDAY, the 25th January, 1860, at 12 o'clock, noon, for the choice of nine Trustees, and to act on such other business as may properly come before the meeting. S. CHURCHILL, Secretary.

NEW-YORK AND NEW-HAVEN RAILROAD STOCK WANTED.—A few shares of the genuine stock of the New-York and New-Haven Railroad Company. Apply to H. MEIGS Jr. & SMITH, No. 39 William-st.

$1,000 WANTED.—ONE THOUSAND DOLlars on cheap mortgage, for one year. Address L. M., Box No. 18 *Times* Office.

ALL KINDS OF STOCKS, BONDS, &c., Bought and sold at Brokers' Board, or private sale, by THOMAS DENNY & CO., No. 39 Wall-st.

CALIFORNIA STATE AND SAN FRANCISCO City Interest Coupons purchased by
DUNCAN, SHERMAN & CO.

COLLECTIONS—1860.—JOHN B. MURRAY'S Banking and Collection Office is removed to Iron Buildings, No. 254 Canal-st., east, near Broadway, for the convenience of merchants up town.

INSURANCE.

CLINTON
FIRE INSURANCE COMPANY,
OFFICE NO. 52 WALL-STREET.
CASH CAPITAL.....$250,000
WITH A LARGE SURPLUS.

DIRECTORS:

HUGH LAING,	NOAH S. HUNT,
EFFINGHAM TOWNSEND,	THOMAS SMULL,
CHAS E. SWORDS,	J. H. RANSOM,
JOHN PENFOLD,	GEO. A. TOWNSEND,
JOHN COMPTON,	DON ALONZO CUSHMAN,
D. HENRY HAIGHT,	U. J. SMITH,
JOSEPH LAWRENCE,	ALFRED WILLIS,
LEONARDO S SUAREZ,	SYLVESTER L. H. WARD,
ELIAS BROMSON,	ALVEE. LAING,
A. R. ENO,	ROBERT M. BRUCE,
JOHN WATSON.	J. S. BOYD.
JOSEPH W. CORLIES,	A. YZNAGA DEL VALLE,
SAMUEL WILLETS,	LAWRENCE TURNURE,
S. T. NICOLL,	HENRY S. LEVERICH,

GEO. GRISWOLD, Jr.
HUGH LAING, President.
JAMES B. AMES, Jr., Secretary.

HOME INSURANCE COMPANY.
Office Nos. 112 and 114 Broadway.
NEW YORK, Jan. 17, 1860.
This Company has this day declared a SEMI-ANNUAL Dividend of TEN (10) PER CENT, payable on demand.
J. MILTON SMITH, Secretary.

COPARTNERSHIP NOTICES

DISSOLUTION.—THE FIRMS OF MILLMANN, WHITE & WEEKS, and WHITE & WEEKS, are dissolved in pursuance of the partnership agreement, and all debts due said firms are required to be paid to the undersigned.
JOHN H. WEEKS,
NEW-YORK, Oct. 25, 1859. No. 194 Duane-st.

THE PARTNERSHIP HITHERTO EXisting between the subscribers as the firm of LEECH & GOVE, is this day dissolved by mutual consent.
SAMUEL LEECH,
NEW-YORK, Jan. 16, 1860. FRANCIS N. GOVE.

GREAT CURIOSITY.—PARTICULARS SENT free. Agents wanted.
SHAW & CLARK, Biddeford, Maine.

RAILROADS.

NEW-YORK AND HARLEM RAILROAD.
WINTER ARRANGEMENT—FARE $2 TO ALBANY.
On and after Wednesday, Jan. 18, 1860, trains will leave 26th-st., Station, New-York, as follows:
For Williams' Bridge—8:30 and 11 A. M.; 2:30 and 3:30 P. M.
For White Plains—12:30 and 5 P. M.
For White Plains—6:15 P. M., from depôt corner White and Centre sts.
For Croton Falls—4 P. M., from 26th-st.
For Millerton—3 P. M., from 26th-st.
For Albany—9 A. M., from 26th-st. Mail train.
For Albany—3:30 P. M., from 26th-st. Express train.
All through trains connect with the New-York Central Railroad for the West.

RETURNING, WILL LEAVE
Williams' Bridge—6:40 and 9:30 A. M.; 1 and 3:40 P. M.
White Plains—6 and 7:30 A. M.; 4:50 P. M.
Croton Falls—7 A. M. Millerton—7 A. M.
Albany—11 A.M., Mail, and 4:10 P.M., Express train.

CENTRAL RAILROAD OF NEW-JERSEY—Connecting at New-Hampton with the Delaware, Lackawanna and Western Railroad, and at Easton with the Lehigh Valley Railroad.
WINTER ARRANGEMENTS—Commencing Dec. 19, 1859.—Leave New-York for Easton and intermediate places, from foot of Cortlandt-st., at 8 A. M., 12 M., and 4:15 P. M. For Somerville, by the above trains, at 5:30 P. M. From Pier No. 2, North River, at 7:30 and 11:30 A. M., and 3:30 P. M. for Easton and intermediate stations. For Somerville, by the above trains at 4:30 P. M.
The 12 M. train from foot of Cortlandt-st., and the 11:30 A. M train from Pier No. 2, North River, make a close connection at Easton with the Lehigh Valley Railroad, and thence, *via* East Pennsylvania Railroad, to Reading, without change of cars, and connects at Reading direct for Pottsville and Harrisburgh.
Passengers for the Delaware, Lackawanna and Western Railroad will leave New-York, from foot of Cortland-st., at 8 A. M., or at 7:30 from Pier No. 2, North River. For Lehigh Valley Railroad, at 8 A. M. and 12 M. from foot of Cortlandt-st., or from Pier No. 2, North River, at 7:30 and 11:30 A. M.
JOHN O. STERNS, Superintendent.

NEW-YORK AND FLUSHING RAILROAD CO.—Leave Fulton Market slip for FLUSHING, per steamer MATTANO, at 9 A. M., 1 P. M., 4 P. M., and 6 P. M., connecting with cars at Hunter's Point. Returning—leave Flushing at 6:30, 8 and 10 A. M., and 3 and 6 P. M. Extra trains leave Hunter's Point for Flushing at 7:15 and 11:15 A. M.; returning, leave Flushing at 1 P. M.; passengers by this train will cross the 34th-st. Ferry. Fare 15 cents. Fare from Fulton Market-slip, 25 cents. All above trains stop at the way stations, Calvary Cemetery, Winfield, Newtown and West Flushing. On Sundays cars leave Hunter's Point for Flushing and all way stations at 9:30, 11, 4, and 5 o'clock; returning, leave Flushing at 8:30, 10, 3 and 4:30 o'clock Excursion tickets for the trip, 25 cents.

HUDSON RIVER RAILROAD.—FROM DEC. 22, 1859, Trains will leave Chambers-st. Station as follows: Express Trains, 7 and 11 A. M., and 4:30 P. M., for Sing, 3:45 and 6:40 P. M.; for Poughkeepsie, 7:30 A. M., and 12:20 and 3:20 P. M.; for Peekskill, 5:15 P. M. A Montreal and Buffalo Passenger Train, (with sleeping cars,) leaves 31st-st., daily, at 9:30 P. M. The Poughkeepsie, Peekskill and Sing Sing Trains stop at most of the way stations. Passengers taken at Chambers, Canal, Christopher and 31st-sts. Trains for New-York leave Troy at 6:15 and 10:10 A. M., and 4 and 9 P. M., and Albany about 15 minutes later On Sunday at 6:15 P. M. A. F. SMITH, Superintendent.

NEW-YORK, PROVIDENCE AND BOSTON MID-DAY EXPRESS TRAIN, *via* SHORE LINE.—Leave New-York, corner of 27th-st. and 4th-av., at 12:15 P. M., and arrive in Providence at 7:30 P. M. and Boston at 9 P. M.
Leave Boston, from depôt of Boston and Providence Railroad, at 11:15 A. M., and Providence at 12:35 P. M., and arrive in New-York at 7:30 P. M.
Through without change of cars.
F. J. CALHOUN, Superintendent.

NEW-YORK AND ERIE RAILROAD.—From pier foot of Duane-st.—Dunkirk Express, at 7 A. M., for Dunkirk, Buffalo, Canandaigua, and principal stations. Newburgh Express, at 3:30 P. M., for Newburgh, Middletown and intermediate stations. Night Express, at 4:30 P. M. for Dunkirk, Buffalo, Canandaigua, and principal stations.
CHAS. MINOT, General Superintendent.

LONG ISLAND RAILROAD.—TRAINS LEAVE Brooklyn for Greenport at 10 A. M.; Yaphank, 10 A. M., and on Saturdays at 3:30 P. M.; North Islip at 10 A. M. and 3:30 P. M.; Syosset at 10 A. M. and 3:30 P. M.; for Hempstead at 10 A. M., 3:30 and 5 P. M.; for Jamaica at 10 A. M., 3:30, 5 and 6:30 P. M.

NEW-JERSEY RAILROAD—FOR PHILADELPHIA AND THE SOUTH AND WEST FROM JERSEY CITY.—Mail and Express Line. Leaves New-York at 7, 9 and 11 A. M.; 4 and 6 P. M.; fare $3; 12 M., fare $2 25. Through baggage checked in 7 A. M. and 6 P. M.

DIVIDENDS.

DIVIDEND.—OFFICE REPUBLIC FIRE INSURance Company, No. 16 Wall-st., Jan. 12, 1860.

Capital	$150,000
Surplus over	147,000

This Company have to-day declared a Dividend of Seven and a Half Dollars per share, payable to Stockholders on demand.
They have also declared an interest Dividend of Six per Cent. upon their outstanding Scrip, payable on Tuesday, the 14th day of February next, in cash.
They have further declared a Scrip Dividend on the earned premiums of the year, ending the 31st day of December, 1859, of Fifty per Cent., the certificates deliverable to parties entitled thereto, on Tuesday, the 14th day of February next.
ROBERT S. HONE, President.
DUNCAN F. CUREY, Secretary.

EAST RIVER SAVINGS BANK, No. 3 Chambers-st.,
DEC. 12, 1859.
DIVIDEND.—THE DEPOSITORS ARE HEREBY notified that a SEMI-ANNUAL DIVIDEND, at the rate of FIVE PER CENT. per annum, on all sums over $50, and SIX PER CENT. on all sums of $500 and under, which have been deposited at least three months previous to the First of JANUARY, will be allowed to depositors, payable on and after the 16th of January, during the hours of business at the Bank.
All interest not called for will remain as principal and draw interest from the 1st of January. Bank open daily from 10 A. M. to 2 P. M., and on Thursdays from 5 to 7 o'clock P. M. PETER H. TITUS, President.
C. H. WHITNEY, Secretary.

TREASURER'S OFFICE, CLEVE. COL. AND CIN. R. CO., CLEVELAND, Ohio, Dec. 29, 1859.
A DIVIDEND OF FIVE PER CENT. HAS been declared by this Company, from the net earnings of the current six months, ending 31st inst., payable on and after 1st of February next. Stockholders registered on the books of the Company in New-York, will be paid at the office of the United States Trust Company, No. 48 Wall-st. Transfer books will close on 21st January till 1st February. By order of the Board.
T. P. HANDY, Treasurer.

ÆTNA FIRE INSURANCE COMPANY OF NEW-YORK.—No. 56 WALL-ST., NEW-YORK, JAN. 10, 1860.—DIVIDEND.—The Board of Directors have This Day declared a Semi-annual Dividend of Five (5) per Cent. on the Capital Stock, payable on and after Jan. 14.
The transfer books will be closed until after that date.
LIVINGSTON SATTERLEE, Secretary.

OFFICE OF THE MERCHANTS' INSURANCE CO., COR. FULTON AND GREENWICH STS., NEW-YORK, Jan. 5, 1860.
THE BOARD OF DIRECTORS HAVE this day declared a Semi-Annual Dividend of Ten (10) per Cent., payable on and after Jan. 10.
The transfer books will be closed until after that date.
J. L. DOUGLASS Secretary.

RUTGERS FIRE INSURANCE COMPANY—No. 176 Chatham square, corner of Mott-st.—DIVIDEND.—The Board of Directors have declared a Semi-Annual Dividend of
SEVEN PER CENT.,
payable to the Stockholders on the 2d day of February next. The Transfer Books will be closed from the 26th inst. till Feb. 2. By order.
E. B. FELLOWS, Secretary.

OFFICE OF THE FULTON FIRE INSURANCE COMPANY, No. 40 Wall-st.
THE BOARD OF DIRECTORS OF THIS Company have this day declared a semi-annual dividend of Ten Per Cent., payable on and after FRIDAY, the 13th inst. Transfer Books will be closed until that date. JAMES M. RANKIN, Secretary.

CORN EXCHANGE BANK,
NEW-YORK, Jan. 18, 1860,
A DIVIDEND OF THREE AND ONE-HALF per Cent. has this day been declared, payable 1st of February prox. The transfer books will be closed from Saturday, 21st inst., to the day of payment. By order of the Board, F. A. PLATT, Cashier.

BANK OF NEW-YORK.—THE BOARD OF Directors of the Bank of New-York have this day declared a Dividend of Three (3) per Cent. on the Capital Stock of the Bank for the current six months, payable to the Stockholders on and after the 4th day of January. The Transfer Books will be closed from this date until Jan. 6. W. B. MEEKER, Cashier.

EAST RIVER BANK.—THE BOARD OF Directors have declared a Dividend of Three and One-half (3½) per Cent. out of the profits of the last six months, payable on and after Monday, Jan. 16 next. The transfer books will be closed for ten days previous to that date. W. S. CARMAN, Cashier.

OFFICE OF THE HARLEM GAS LIGHT COMPANY, No. 80 Nassau-st., New-York, Jan. 9, 1860.
DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi-annual dividend of three and a half per cent., payable on and after the 25th inst. The transfer books will be closed from the 20th until the 25th instant, inclusive.
HENRY P. McGOWN, Secretary.

CLINTON FIRE INSURANCE COMPANY, Jan. 5, 1860.
DIVIDEND.—THE BOARD OF DIRECTORS OF this Company have this day declared a Semi-annual Dividend of Seven (7) per Cent., payable on demand. By order of the Board,
J. B. AMES, Jr., Secretary.

NEW-AMSTERDAM FIRE INSURANCE COMPANY, NEW-YORK, Jan. 5, 1860.
A SEMI-ANNUAL DIVIDEND OF EIGHT per cent. has this day been declared payable on demand at the office, No. 7 Wall-st.
W. H. DUSENBERRY, Secretary.

ARCTIC INSURANCE COMPANY.—NO. 18 WALL-ST, NEW-YORK, Jan. 11, 1860.—A semi annual dividend of five per cent. has this day been declared, payable on and after the 16th inst.
RICHARD A. OAKLEY, Secretary.

DIVIDEND.—THE BOARD OF DIRECTORS OF the Adriatic Fire Insurance Company have this day declared a Dividend of Five per Cent., payable on demand. FRANK W. LEWIS, Secretary.
NEW-YORK, Jan. 10, 1860.

FURS.

FURS! FURS! FURS!
AT A GREAT REDUCTION.
A GENERAL CLEARING OUT.
In order to make room for Spring Goods.
I am now determined to
UNDERSELL
Any other establishment.
I have now marked down my entire stock of RICH FURS 25 and 30 per cent. less than cost. The Ladies' attention is respectfully invited to this magnificent assortment.
WM. BANTA,
No. 257 Canal-st., cor. Wooster-st., Marble Building.

THE HUDSON'S BAY FUR COMPANY
Will close out the balance of their stock of LADIES' AND CHILDREN'S FANCY FURS, At retail, at an IMMENSE SACRIFICE, for cash only, At their warehouse,
NO. 64 BROADWAY.

SHIPPING.

IN ADVANCE OF THE U. S. MAILS.
OLD MAIL LINE
FOR
CALIFORNIA,
VIA PANAMA RAILROAD.
EXTRA STEAMER AT PANAMA AND ACAPULCO.
REGULAR DAYS 5TH & 20TH OF EACH MONTH.
On FRIDAY, Jan. 20, at 2 P. M., the North Atlantic Steamship Company will dispatch the splendid steamship
ATLANTIC,
R. H. PEARSON, Commander, for Aspinwall DIRECT, and will connect, *via* Panama Railroad, with the Pacific Mail Steamship Company's steamer
GOLDEN AGE,
J. T. WATKINS, Commander, and proceed direct to San Francisco.
For freight, apply to the Company's office, No. 56 Wall-st. For passage, apply at the office over the gate, on the wharf, at the foot of Canal-st., to
WM. H. WICKHAM.
N. B.—Letters to all parts of California will be taken by Wells, Fargo & Co., and Freeman & Co.'s Express by these steamers.

FOR SOUTHAMPTON AND HAVRE.
THE UNITED STATES MAIL
STEAMER FULTON,
J. A. WOTTON, Commander,
will leave for Havre, touching at Southampton, to land the mails and passengers, on SATURDAY, Feb. 4, at 13 o'clock, from Pier No. 37 North River, foot of Beach-st.
This ship has five water-tight compartments, including the engines, so that in the event of collision or stranding, the water could not reach them, and the pumps being free to work, the safety of the vessel and passengers would be secured.
Price of passage in Second Cabin $75 and $80.
For freight or passage, apply to
W. S. DRAYTON, Agent, No. 7 Broadway.
N. B.—The steamer ARAGO will succeed the FULTON, and sail March 3.

FOR NORFOLK AND PORTSMOUTH.
The new and first-class steamship POTOMAC, Capt. GEO. W. WATSON, will leave pier No. 12, North River, every SATURDAY, at 3 P. M., connecting with Norfolk and Petersburgh Railroad for Richmond and Petersburgh.
Freight to Norfolk six cents per foot; to Petersburgh, eight cents per foot, and proportionate rates.
Apply to H. B. CROMWELL & CO., No. 86 West-st.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
FROM NEW-YORK TO LIVERPOOL.

Chief Cabin Passage	$130
Second Cabin Passage	75

FROM BOSTON TO LIVERPOOL.

Chief Cabin Passage	$110
Second Cabin Passage	60

The ships from Boston call at Halifax and Cork Harbor.

PERSIA, Capt. Judkins.	CANADA, Capt. Lang.
ARABIA, Capt. J. Stone.	AMERICA, Capt. Millar.
ASIA, Capt. E. G. Lott,	NIAGARA, Capt. Anderson.
AFRICA, Capt. Shannon.	EUROPA, Capt. J. Leitch.

SCOTIA (now building.)
These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.
ARABIA, Stone, leaves New-York, W'day, Jan. 18, 1860.
EUROPA, Leitch, leaves Boston, Wed'day, Jan. 25, 1860.
AFRICA, Shannon, leaves N.Y., Wed'day, Feb. 1, 1860.
AMERICA, Millar, leaves Boston, Wed'day, Feb. 8, 1860.
ASIA, Lott, leaves New-York, Wednesday, Feb. 15, 1860.
CANADA, Lang, leaves Boston, Wed'day, Feb. 22, 1860.
Berths not secured until paid for.
An experienced surgeon on board.
The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor and the value thereof therein expressed. For freight or passage apply to E. CUNARD, No. 4 Bowling-green.

THE NORTH GERMAN LLOYDS STEAMship NEW-YORK, H. J. VON SANTEN, Commander, carrying the United States Mail, will sail positively on SATURDAY, Jan. 21, at 12 M.,
FOR
BREMEN VIA SOUTHAMPTON,
Taking passengers for
LONDON, HAVRE, SOUTHAMPTON and BREMEN,
At the following rates:
First cabin, $100; second cabin, $60; steerage, $35.
For freight or passage, apply to
GELPCKE, KEUTGEN & REICHELT,
No. 84 Broadway.

PORTLAND AND CANADA.—SEMI-WEEKLY Line *via* Victoria Bridge.—The first-class screw steamships
CHESAPEAKE, Capt. SIDNEY CROWELL.
PAPASCO, Capt. H. LATHEID.
Will leave Pier No. 12 North River, New-York, and Brown's Wharf, Portland, every WEDNESDAY and SATURDAY, at 3 o'clock P. M. Running time, 36 hours.
These steamers connect with the Grand Trunk Railroad, forming the cheapest and most expeditious freight line to Montreal and Quebec.
Passage, including meals and stateroom, $5. Apply to H. B. CROMWELL & CO., No. 86 West-st.

FOR THE SOUTH AND SOUTHWEST *via* CHARLESTON, S. C.—SEMI-WEEKLY U.S. MAIL SIDE-WHEEL STEAMSHIP LINE.—Cabin passage, $15; Deck, $6. The steamship COLUMBIA, Capt. BERRY, will leave Pier No. 4, N. R., on SATURDAY, Jan. 21, at 3 o'clock P. M., precisely. Through tickets to the following places: To New-Orleans, $39 75; Mobile, Ala., $35; Montgomery, Ala., $26; Nashville, Tenn., $30; Memphis, Tenn., $35 50; Knoxville, Tenn., $27; Chattanooga, Tenn., and Augusta, Ga., $20; Atlanta, Ga., $23; Columbus, Ga., $20; Charlotte, N. C., 22; Fernandina, Fla., $30; Jacksonville, Fla., $21; Palatka, $23. For freight or passage apply to SPOFFORD, TILESTON & CO., No. 20 Broadway. The magnificent steamship NASHVILLE, L. M. MURRAY, commander, will succeed WEDNESDAY Jan. 25. NOTICE.—No Bills of Lading will be signed but those furnished by the Company. No freight received after 2 o'clock on day of leaving.

NEW-ORLEANS, MOBILE, MONTGOMERY, Atlanta, Albany, Columbus, Macon, Augusta, and various places in Florida, *via* Savannah, Ga.
The AUGUSTA, Capt. M. S. WOODHULL, will leave on SATURDAY, Jan. 21, at 3 P. M., from Pier No. 4 North River. Tickets can be had for the following places—fare as low as by any other steamer from New-York to Savannah; accommodations superior:
New-York to New-Orleans, $39 75; Mobile, $35; Montgomery, Ala., $26; Atlanta, Ga., $23; Albany, Ga., $24; Columbus, Ga., $23; Macon, Ga., $24; Augusta, $20; Savannah, $15.
SAMUEL L. MITCHILL & SON, No. 13 Broadway.
The FLORIDA, Capt. I. CROWELL, will succeed, and leave SATURDAY, Jan. 28, at 3 P. M.

NORFOLK AND PORTSMOUTH DIRECT—The first-class steamship POTOMAC, Capt. GEO. W. WATSON, will leave Pier No. 13, North River, on SATURDAY, Jan. 21, for the above ports, at 3 P. M., connecting with the Norfolk and Petersburg Railroad, for Petersburg and Richmond. Freight to Norfolk, 6 cents per foot, and to Petersburg 8 cents per foot, and proportionate rates. Goods forwarded to all parts of North Carolina free of commission. Apply to H. B. CROMWELL & CO., No. 86 West-st.
The POTOMAC will leave New-York on Saturdays, and Norfolk on Wednesdays.

FOR SAVANNAH AND FLORIDA.—THE American Atlantic Screw Steamship Company's new and favorite steamship HUNTSVILLE, Jno. A. POST, Commander, will leave Pier No. 12, North River, on THURSDAY, Jan. 19, at 3 o'clock P. M. Passage to Savannah, with unsurpassed accommodations, $15. Through tickets to New-Orleans, $39 75; Mobile, $35; Montgomery, $26; Albany, Ga., $24; Columbus, $23; Atlanta $23; Macon, $31; Augusta, $20; also, to principal places in Florida, at lowest rates. Freight 10 cents per foot. Insurance one-half per cent. No risk taken under $200. Apply to
B. B. CROMWELL & CO., No. 86 West-st.

FREIGHT FOR TENNESSEE, NORTH CAROLINA, PORTSMOUTH, NORFOLK, CITY POINT, AND RICHMOND.—The steamship YORKTOWN, Capt. PARRISH, will receive freight for the above places on Friday and Saturday, at Pier No. 13, North River, and will leave on SATURDAY, at 3 P. M. Freight to Norfolk or Portsmouth, 6 cents per foot; to City Point, 8 cents; to Richmond, 10 cents. Passage to Norfolk, (stateroom and meals included,) $8; to Petersburgh or Richmond, $10.
LUDLAM & HEINEKEN, No. 115 Broadway.

UNITED STATES PASSPORT BUREAU, No. 262 Broadway, corner of Warren-st.—UNITED STATES PASSPORTS issued (as above) through J. B. NONES, United States Commissioner, Notary and Commissioner for all the States. Naturalized citizens must produce certificates.

STEAMBOATS.

HOUSATONIC RAILROAD BOATS.—FOR Bridgeport—The steamer BRIDGEPORT leaves Peck-slip, East River, every MONDAY, WEDNESDAY and FRIDAY, at 12 o'clock noon. The steamer CATALINE, from Jones-slip, Pier No. 32, East River, same days, at 4 o'clock P. M., all freights for stations on the Housatonic Railroad should be marked "Steamer Cataline" or "Bridgeport." Freight also received as usual for Bridgeport and Naugatuck Railroad.

FOR SAG HARBOR, GREENPORT AND ORIENT.—The steamer MASSACHUSETTS, Capt. W. S. HAVENS, will leave Pier No. 35 foot of Catharine-st., East River, for the above ports, on FRIDAY, the 20th inst., at 9 o'clock in the morning.

FOR BRIDGEPORT—FARE FIFTY CENTS.—Steamer ANSONIA, Capt. CHAS. DUTCHER, leaves Peck-slip, EVERY TUESDAY, THURSDAY and SATURDAY, at 12 M. Freight taken at the lowest rates.
T. LOCKYER & CO., No. 113 South-st.

EXPRESSES.

HARNDEN'S EXPRESS.
DAILY.
Forwards valuables and merchandize to and from, and collects drafts, bills, &c., in all parts of the
EAST, WEST AND SOUTH.
Will receive goods or orders to "call" at
No. 74 Broadway.

WELLS, FARGO & CO.'S EXPRESS
FOR
CALIFORNIA, OREGON
AND
PACIFIC COAST.
Will be dispatched on FRIDAY next, at 2 P. M., by the North Atlantic Steamship Co.'s steamer
ATLANTIC,
connecting at Panama with the Pacific Mail Steamship Company's steamer
GOLDEN AGE,
through to SAN FRANCISCO, greatly in advance of the mails.
No freight, except small parcels, received on the sailing day.
LETTERS IN GOVERNMENT ENVELOPES will be received till 1 o'clock on Thursday.
Letters sent by our express are delivered at San Francisco from THREE TO SIX DAYS AHEAD OF THE MAILS.
Sight exchange on San Francisco for sale.
Collections and cash advances made on goods.
WELLS, FARGO & CO., No. 82 Broadway.
NEW-YORK, Dec. 31, 1859.

IRON AND HARDWARE.

AMERICAN SHEET-IRON—OF SUPERIOR quality, and at low prices, for sale by
JOHN W. QUINCY & CO., No. 96 William-st.

BANCA TIN, INGOT COPPER, SPELTER, Antimony, Lead, Mt. Hope Cut Nails, &c.
JOHN W. QUINCY & CO., No. 96 William-st.

FOR SALE.—A LARGE QUANTITY OF TIN roofing, metal gutters, tin leaders and iron shutters, all nearly new. Will be sold very cheap. Apply to SMITH & CRANE, No. 74 Wooster-st.

AUCTION SALES.

ADRIAN H. MULLER, Auctioneer.
TRUSTEE'S SALE OF VALUABLE PROPERTY IN FEE, NORTHWEST CORNER OF GREENWICH AND VESEY STS.
ADRIAN H. MULLER will sell at auction on THURSDAY, Jan. 19, 1860, at 12 o'clock, at the Merchants' exchange, the valuable lot of land with the buildings thereon situated, on the northwest corner of Greenwich and Vesey sts., comprising a front of 53 feet 11 inches on Greenwich-st., 41 feet 2 inches on Vesey-st., 49 feet on the westerly side and 23 feet 10 inches on the northerly side. The above lot is located on one of the best corners in the western section of the City, and offers a fine opportunity for profitable investment.
The terms of sale will be liberal—60 per cent. can remain on bond and mortgage for 1, 2 and 3 years at the purchaser's option, with the privilege of paying the same off by giving thirty days' notice, previous to the payment of interest. The usual trustee's deed will be given.
THE TITLE TO THE ABOVE PROPERTY IS GOOD AND INDISPUTABLE.
For further particulars and maps, apply to the auctioneer, No. 35 Wall-st., or to ALLAN MELVILLE, attorney, No. 37 Pine-st.

ALBERT H. NICOLAY, Auctioneer.
REGULAR AUCTION SALE OF STOCKS AND BONDS.—ALBERT H. NICOLAY will sell THIS DAY, (Thursday,) Jan. 19, at 12½ o'clock, at his Stock Salesroom, No. 52 William-st.:

10 shs. Am. Exch. Bank.	20 shs. Manhattan Ins.
10 shs. Commerce Ins.	20 shs. Eagle Ins.
60 shs. Firemen's F'd Ins.	80 shs. Beekman Ins.
20 shs. Firemen's F'd Ins.	30 shs. Common'lth Ins.
14 shs. Merchants Ins.	12 shs. City Ins.
10 shs. National Ins.	40 shs. Adriatic Inst.
60 shs. Lenox Ins.	60 shs. Gt. West. Mar. Ins.
64 shs. Irving Ins.	50 shs. Merc'tile Mut. Ins.
16 shs. Hanover Ins.	20 shs. Arctic Ins.
40 shs. Mch. & Tradr's Ins.	40 shs. Hope Ins.
20 shs. Firemen's Tr'st Ins.	2 shs. 61 C. Exch. Man. Co.
50 shs. Everett Ins.	200 shs. Eliza'th & Newport Coal Co.
100 shs. Chicago, St. Paul &

AFFAIRS AT ALBANY.

RAILROADS IN THE STREETS OF NEW-YORK.

Enlarged Powers for Mayor Wood.

ALBANY, Wednesday, Jan. 18.

The Select Committee on *pro rata* freight petitions held a meeting this afternoon. The representatives of the several railroad lines appeared, and made a general denial of the allegations as to undue discrimination in the rates of freight, contained in the petitions got up and circulated for signatures by the opponents of the railroads. They held that the assertions made at the Anti-Railroad Convention at Rochester, against the railroads, and on which the formal petitions which had flooded the State are based, were without foundation, and argued that they had a right to call for proof of the allegations in the petitions. Mr. H. SMITH, one of the Committee, moved that the statements in the petitions be accepted as *prima facie* evidence of the facts, without further proof, and that the railroad representatives be required to reply thereto. Counsel on the part of the railroads objected to this course as unusual, unjust, and illegal, being equivalent to charging a person with crime, and taking such charge as proof of guilt without evidence. The Committee finally, after a warm debate, adopted Mr. SMITH'S motion, and adjourned till to-morrow afternoon.

The State Military Association, to-day, elected the following officers: President, Brig.-Gen. GEORGE E. DANFORTH, Eighteenth Brigade; Vice-Presidents, Gen. E. FARLEY, Eleventh Brigade; Col. J. C. PICKNEY, Sixth Regiment; Col. A. M. WOOD, Fourteenth Regiment; Capt. J. A. DEDEN, Forty-ninth Regiment; Treasurer, Col. H. S. FAIRCHILD, Fifty-fourth Regiment Recording Secretary, Col. GEO. W. PRATT, Twentieth Regiment; Corresponding Secretary, Capt. H. ROOSA, Eighth Brigade; Chaplain, Rev. C. E. HUGHES, Forty-sixth Regiment. The next meeting will be held in Albany.

SENATE.

ALBANY, Wednesday, Jan. 18.

A number of petitions were presented for laws to toll railroads competing with the canals, and for the establishment of a *pro rata* freight tariff.

Also, for aid to the Albany and Susquehanna Railroad, and for the construction of certain railroads in the streets of the City of New-York.

Favorable reports were made on the bills to secure a just division of the estates of debtors.

To amend the twentieth section of the Code of Procedure, and to amend the law relative to the Hell Gate Pilots.

Bills were noticed relative to the uniformed militia of Richmond County, and to make the offices of Commissioners of Deeds and Notaries Public elective offices.

Mr. HAMMOND introduced the bill heretofore noticed, authorizing the laying of a railroad track in Avenue A and certain other streets in the City of New-York.

Two or three local bills were passed, and the Senate then took up the general orders.

Subsequently there was an Executive Session, and afterwards the bill relating to wills engaged the attention of the Senate until the adjournment.

ASSEMBLY.

ALBANY, Wednesday, Jan. 18.

The usual number of petitions were presented.

Mr. FLAGLER, from the Committee on Ways and Means, reported a bill appropriating $13,294 75, being the unexpended balance of the premiums of the loan to redeem the canal revenue certificates, and to pay the interest on the temporary loan of two and a half millions; also appropriating the premiums on the temporary loan of two and a half millions of dollars, being $129,734 50, to the payment of the canal damages.

The annual reports of the State Normal School and State Idiot Asylum were then received.

Mr. FULLER gave notice of two new rules calculated to prevent the revival of claims already reported unfavorably, without evidence being given of new testimony in the case, or reporting of some error on the part of the committee adversely.

Mr. A. SMITH gave notice of a bill for the protection of emigrants in New-York.

Mr. REGAN gave notice of a bill to give the appointment of the City Inspectorship of New-York to the Croton Aqueduct Department.

BILLS PASSED.

To amend the Revised Statutes relative to security for costs.

For the relief of the Corporation for the Relief of the Widows and Clergymen of the Protestant Episcopal Church.

BILLS INTRODUCED.

To amend the Charter of the City of New-York.

To erect a County to be known as Highland County.

To amend the New-York Central Park Act.

To regulate the interest on the loan or forbearance of money.

The House went into Committee of the Whole on the bill to amend the Charter of Syracuse, and subsequently adjourned.

Bills Before the Legislature.

INCREASED POWERS FOR MAYOR WOOD.

Mr. ARCULARIUS introduces a bill in the Assembly, which amends the New-York Charter, so as to give increased power and patronage to the Mayor. It allows the Mayor, during absence or sickness, to appoint an Alderman to act as Mayor. In the absence of such appointment, or in case of any disability of the Mayor, the President of the Board of Aldermen is to fill the office. Gives the Mayor power to appoint such clerks as he deems necessary, and to fix their salaries. Makes the Mayor elective for three years, the Corporation Counsel for four years, and the Comptroller, on a separate ballot, for five years. The Street Commissioner, City Inspector and Chamberlain to be appointed and removed by the Mayor alone. The other heads of departments to be appointed and removed by the Mayor and Comptroller jointly. The heads of departments to have power of appointment and removal of all chiefs of bureaus, clerks and subordinates in their several departments. The bill circumscribes and defines the powers of the Almshouse and Croton Departments; cuts off all fees and perquisites of all officers, except in the case of the City Inspector, and substitutes a salary, to be fixed by the Common Council; and fixes the salaries of members of the Common Council at $1,000.

RAILROADS IN NEW-YORK.

Mr. WEBSTER, in the Assembly, gives notice of a bill for a railroad on Grand and other streets in New-York. The route is from the east end of Thirty-fourth-street, through Thirty-fourth-street, First-avenue, Seventy-third-street, Twenty-third-street, Avenue A, Fourteenth-street, Avenue C, Tenth-street, Avenue D, Columbia-street, &c.; and from Grand-street Ferry thorough Grand, Centre, Canal, West Broadway, College-place, Barclay, Greenwich, Battery, State and Whitehall streets to South Ferry. The corporators are Thomas H. Ferris, M. D. Brennan, Augustus Purdy, John Elder, Anson Herrick, Frederick Coons, David Versaner and Anthony Dugro, *and the rate of fare is limited to three cents.*

Mr. HAMMOND, of Steuben, introduced another bill to authorize the construction of a railroad in New-York, through the following streets: From the south side of Twenty-third-street in Avenue A, through Avenue A, across Houston, through Essex, Division, Bowery to intersection of Pearl and Dover; through Dover, South-street, Fulton and Pearl; also, from intersection of Broadway and Park-row, through Park-row, City Hall square, Chatham-street, East Broadway, Clinton, across Houston to Avenue B and Eighteenth-street to Avenue A. Also, a double track from intersection of Division and Canal, through Canal to Broadway. The corporators are JAMES S. SLUYTER, JAMES M. MCCLURE and WM. S. NICHOLS.

CODE OF PROCEDURE.

Mr. JAQUES' bill, in the Assembly, to amend the Code of Procedure, provides that where parties are witnesses on their own behalf, the husband or wife of the opposite party may testify. Also, that in such cases the witnesses on the other side shall be competent to give in evidence communications confidentially received. It also empowers parties to institute actions to perpetuate testimony.

DUTY ON SALT.

Mr. FULLER, in Assembly, introduces a bill to amend the law of 1859, by imposing a duty of two cents per bushel of fifty-six pounds, on all salt manufactured in this State.

UNITED STATES SURPLUS REVENUE.

Mr. FULLER also introduces a bill to amend the law relating to the United States Deposit Fund, by providing for the appointment of a Commissioner to loan the fund in each county of the State, whose bond shall be approved by the County Court Judge and County Clerk, and reduces the percentage heretofore allowed commissioners one-half.

USURY LAWS.

Mr. MILLIKEN'S Assembly bill to regulate the interest of money, makes 7 per cent. still the legal rate, but allows collection of the principal and interest where more than that rate is taken, and authorizes suits to recover any excess of interest over the legal rate that may be charged by any incorporation.

THE CENTRAL PARK.

Mr. WALSH'S bill to amend the New-York Central Park act, provides that the Park "shall be under the control and management of a Board of Commissioners to consist of not less than seven nor more than eleven persons, a majority of whom shall be a quorum," but no action of the Board is to be final until duly certified by the President and Secretary, *and concurred in by both branches of the Common Council and approved by the Mayor.* The present Commissioners are continued in office for three years. The President and Treasurer may receive salaries, but no other Commissioner shall receive over $500 for personal expenses each year. Vacancies during the term of office are to be filled by the remaining Commissioners, but on expiration of term by the Mayor and Aldermen. The wages and salaries of the employes are to be fixed by the Common Council, and to be paid only in current coin; but all employes, except police, are to be appointed and controlled by the Commissioners, and all rules and regulations made by them. It is made a misdemeanor for any Commissioner to be directly or indirectly interested in any work or contract connected with the Park.

THE MANHATTAN GAS-LIGHT COMPANY.

Mr. MASTERSON'S bill, notice of which has been given in the Assembly, grants to the Manhattan Gas-light Company the right to the exclusive use of their wharves or bulkheads between Sixteenth and Eighteenth streets, on North River, and between Fourteenth and Sixteenth streets, on East River, and prohibits any ship or vessel from being moored or fastened to the said wharves or bulkheads without consent of the Comyany; makes it the duty of the Harbor Master, upon application of the Company, to forthwith remove any ship or vessel which shall be so moored or fastened, and imposes a fine of $50 upon any master or person in charge of a vessel who refuses to observe the provisions of the act, and a further fine of $2 50 for each violation of its provisions, to be paid to the Harbor Master in charge.

COMMERCIAL PAPER.

Mr. MANIERRE'S bill in relation to commercial paper, introduced in the Senate, provides regarding notices of protest as follows: "And whenever such residence or place of business of such drawer or indorser shall be in the City of New-York, such notice shall also be directed to such drawer or indorser at the street and number of the residence or place of business of such drawer or indorser; or at the street and number indicated under the signature or indorsement of such drawer or indorser as the street and number of his or her place of residence; or, in the absence of such indication, at the street and number at which such drawer or indorser, from the best information obtained by diligent inquiry, is reputed to reside or have a place of business."

RAILROAD CASUALTIES.

Collision on the Hudson River Railroad—One Passenger Killed and Ten or Fifteen Seriously Injured.

COLLISION ON THE HARLEM RAILROAD.

A serious collision—the result, apparently, of carelessness—occurred about 4 o'clock yesterday afternoon on the Hudson River Railroad, some two miles north of Tarrytown. The Albany Express train was run into by the Sing Sing way-train, the rear car completely demolished, and the one next to it badly broken. It appears from a statement made by a passenger, who was in the last car but one at the time of the accident, that the Albany Express train was standing still when the collision occurred, having stopped for the purpose of making repairs to the engine. It is also worthy of note that this was the third stoppage made for the same purpose after the train left Albany.

What the nature of the difficulty with the engine was our reporter could not ascertain. Unfortunately the last stoppage was made immediately after turning a sharp curve, which entirely shut the disabled train from the sight of any train that might follow it.

The Sing Sing way-train came down at the usual time and speed, (from twenty to twenty-five miles per hour,) without any warning of the approaching danger, until after passing the curve, when the engineer beheld a signal then displayed, and immediately reversed the engine. The train was under such headway, however, that it was impossible to stop it, and in a moment the engine ran into and completely through the rear car of the express train, and about one-third through the car next to the rear. Fortunately a large portion of the male passengers in the rear car had got out to ascertain the reason for the stoppage of their train, and were standing on the ground at the time the accident occurred. Others seeing the approaching destruction, leaped from the windows and so escaped injury. It is thought that there were from fifteen to twenty persons remaining in the car when the collision occurred, nearly all of whom were more or less injured. The fireman of the Sing Sing train, as soon as he saw the danger, jumped from the train and broke both of his legs. The engineer, however, stuck to his post and escaped unhurt.

The following are the names of the injured passengers, so far as we were able to obtain them last evening. MRS. THOMAS W. FIELD was horribly mutilated, and was left at the Revere House, Yonkers, where she soon after died. This lady, with her husband, got on board the train at Rondout. She was married at 10 o'clock yesterday morning, and was on her way to Williamsburgh. Her husband, Mr. T. W. FIELD, escaped with slight injury. Bishop MCCLOSKY sustained serious internal injuries, and left the train at Tarrytown. He was taken to the residence of the resident Catholic clergyman of that village.

Some eight or nine others, whose names we could not ascertain, were left at Tarrytown and Yonkers, more or less injured.

Among the injured passengers who came on to this City were the following:

MRS. JOHN THOMPSON, the lady of the well-known broker and publisher of the *Bank-Note List*, had both her legs broken, and was otherwise seriously injured. She was taken to the St. Nicholas Hotel.

MRS. SCHIRMER, of No. 64 Willett-street, was badly cut in the head. She left the train at Thirty-first-street, and was taken to her residence.

Mr. D. M. IRWIN, of Fulton, N. Y., badly injured. Left the cars at Christopher-street, to be taken to No. 71 Horatio-street.

MRS. IRWIN, wife of the above, was slightly injured.

Another gentleman and lady, who declined giving their names, were slightly injured, and left the cars at Thirty-first-street.

Besides these, there were several other passengers, who were more or less scratched or bruised, two or three of whom are stopping at the Girard House.

STATEMENT OF ANOTHER PASSENGER.

While one train was between Sing Sing and Tarrytown, the engine became disordered, and the train was stopped to repair the damage. A man went back with a red flag to stop the Sing Sing train, which leaves that village a short time after the express, but he did not get far enough back, and the accident occurring near a curve, the engineer of the expected train would not be able to see the train until he was almost upon it. I heard him say that he saw the signal and the train at the same instant. He instantly reversed his engine, but the train was running at such speed at the time that a collision was inevitable.

Some of the passengers in the rear car of the express train saw the Sing Sing train as it turned the curve, and gave the alarm, when a rush was made for the forward cars, fortunately nearly all getting through, while several jumped upon the track. And now came the crash, the engine rushing into the hind car, tearing and crushing everything before it with terrible force, and burying itself completely in the ruins. At a side view the engine was not visible, as it had torn the trucks from under the car, and plowed its way completely through it, so that the sides of the car were on each side, and the roof over the top. Some ten or twelve were badly hurt—three or four perhaps fatally. Several others were also injured, but not so seriously. One gentleman I saw looking for his wife, who was no doubt buried in the ruins. He was sitting in the car, with his wife by his side, when the collision took place. He did not know how he got out of the car, and, strange to relate, he escaped uninjured. A number had their legs and arms broken, while others were terribly crushed. The fireman was insensible when found, and presented a shocking sight. He was taken back to Sing Sing. The wounded passengers were removed into the remaining cars of the Express, and as soon as the track could be cleared, the train proceeded. Two or three of the wounded who were not expected to recover, were left at Tarrytown; others were taken to Yonkers, while the remainder were conveyed to this City. When the train arrived at Tarrytown, (the first stopping place,) most of those who were only slightly injured got out of the cars. They were scratched and bruised slightly, with the exception of one man, whose face was badly cut. The passengers were in such haste to leave the rear car, that many left several things in it. The track was strewed with portions of the wreck, and the seats, wood and iron-work of the cars broken to pieces. As our train left the scene of the accident before the wreck had been cleared away, it is impossible to tell whether any persons were instantly killed.

COLLISION NEAR YORKVILLE TUNNEL.

A singular railroad accident occurred, about 8½ o'clock yesterday morning, on the New-York and Harlem Railroad. The Harlem train from White Plains, and the New-Haven train from Stamford—both trains being mainly filled with commuters along the respective railroad lines—are due at New-York near the same time. After leaving the junction north of Williams Bridge the two trains follow each other—being five minutes apart—the Harlem train going ahead. While the Harlem train was in the tunnel at Yorkville, the cylinder-head of the engine burst, which caused the train to stop—the rear car of the train being about 300 feet south of the tunnel. A flag was at once sent back to warn the approaching train, but the tunnel being full of smoke the engineer did not see the flag, and knew of no danger until he came out of the tunnel, at which time the engine was reversed, and breaks put on, but not in time to prevent a collision—the engine running into the hind car of the Harlem train, breaking the platform and some two or three bumpers. A Mr. WM. PALMER, of White Plains, sustained some internal injury and was removed to White Plains by 9 o'clock train from New-York. The remainder of the injured passengers were not so seriously hurt but that they were able to take care of themselves. An accident of the kind could not have happened at any other point on the road.

COMMISSIONER OF DEEDS IN PARIS.—Under an act of the last Legislature, Gov. MORGAN has appointed Mr. JOHN B. WILBUR, Secretary of the American Legation in Paris, a Commissioner to take the acknowledgment of deeds in that city.

NAVAL.—The following American naval vessels were at Rio Janeiro, Dec. 11, viz: Frigate *Congress*, flag-ship of the station; sloop *John Adams*, repairing; steamer *Wyoming*, for the Pacific, ready. All well.

THE LAWRENCE CATASTROPHE.

TESTIMONY OF MR. BIGELOW.

LAWRENCE, Mass., Wednesday, Jan. 18.

At the inquest, to-day, Mr. CHARLES H. BIGELOW, who had the construction of the Pemberton Mills, was the most important witness examined. He testified as follows:

I graduated at West Point in 1835, and had charge of the construction of the works at Fort Independence, but left the United States service for private reasons—going to Lawrence in 1846, in consequence of inducements offered by Mr. STORROW; I had charge of the construction of the following mills, in the order mentioned: Atlantic Mills and Machine, Duck Mill, Pacific Mill and the Pemberton Mill; I had also charge of the construction of the dam and canal; the plan of the dam was made before I came here; before this I had not been engaged in erecting similar buildings, but I had acquired all the experience of land construction, sea wall, &c.; the nature of the arrangement between the Essex Company and the Pemberton Company left the parties free, so that the Pemberton Company could make contracts and employ forces; they made a contract for the glass, for all the shafting and gearing of the mill, for the iron columns, and to add forces in the carpentering and other departments of the works.

Question—Do you know why this provision was made?

Answer—The Essex Company wished to have the erection of the building go on successfully; Mr. Putnam was managing director and financial agent of the owners, while I was the engineer and responsible officer of the Essex Company; we tried to make the strongest structure we could erect, with due regard to economy; I was much burdened with the responsibility at the time, having to construct the Pacific Mills simultaneously with the Pemberton; I therefore placed Mr. Benjamin Coolidge in immediate charge of the works at the Pemberton Mills; he was to reside there and he did so, superintending the works with untiring diligence and fidelity; the contractors were Mr. William Sullivan for the earthen work, Mr. Isaac Fletcher for the stone work and foundation, Messrs. Dodge & Knowles for the carpentering and wood work, and Messrs. Tuttle & Co. for the mason work: the last named were strangers to me, having been introduced by Mr. Putnam; the others were engaged by me; so far as the soil was concerned, there was not a better foundation in Lawrence; it was a water-bearing soil naturally; there was a head on all the time, which would not have been the case had it come from the canal; they used it for drinking; through the foundations were stones of the largest character which our quarries ever produce, and I know them to have been put together well.

Question—Do you think our quarries furnish stones suitable for such foundations?

Answer—They were large square stones, stratified granite; they were amply wide at the bottom—nine feet I think—as the plans will show. (He examined the plans and found that the south wall was eight and the north wall six feet at the bottom.) The stones projected over; the walls were intended to be solid, and they were—the stones projecting over the limits; —the undermining was backed with either brick or mortar walls; the brick walls, it has been stated, were composed of two walls, with a hollow space; this was an error; it was one wall, with air tubes in it less than two feet by four inches in a horizontal area; there were four of these flues in every ten feet; from the centre to the centre of the windows there were eight inches of solid brick externally, then four inches taking a cross-section of an air-flue, and then eight inches of interior wall, so that there were no flues; the walls were twenty inches solid; the bands were continuous from bottom to top where the walls were; I think parts of the wall were solid, without the air tubes; the thickness of the walls was amply sufficient to bear any vertical pressure which could be brought upon them in this mill; the floors were constructed with beams; each beam was made of two posts, varying a little from sixteen inches in depth, and making them when put in sixteen inches square, or thereabouts; the timber was very good, and no objection that I am aware of was ever made when the mill was built; they were put together in the best manner by Messrs. Dodge & Knowles; a system of iron rods was adopted under the spans, making perfectly rigid, as they always were; it was not because they were weak, but to make them invariably stiff; this is the iron that has been said to have been brought in to straighten the walls; there was no other iron brought in for that purpose; the rigidity of these beams has always been maintained, so that the shafting always run with perfection, or as near perfection as is ever obtained in any mill; the beams were anchored into the walls at the side; the irons were turned up at the ends, and went within four inches of the walls, and up into the bricks some distance; those anchors were so thoroughly imbedded in the brick as to pull the walls down if the floors gave way, before they would draw out; the chimney was intended to rise only a few feet above the roof, as that of the Duck Mill now is; but Mr. Putnam, for some reason, wanted it built higher; he asked whether I thought it would bear it, and I told him I thought it would; we should have spread the chimney more at the base, had we supposed it would have been built so high; we put it up to its present height; and as all chimneys do it vibrated with high winds and caused a crack; the chimney and the part of the building cracked are now standing; when I first came to Lawrence, it became fashionable or desirable to have iron columns in mills; we accordingly made a plan for iron pillars in the Essex machine shops; they were made with a clasp to go around the beam, and not with a pintle like these; the clasp was sufficiently strong to bear the force of the upper part; we never had used any model with a pintle going through the beam; the plan of the pillars did not come from my suggestion, I having always used another kind; I decided that the pillars would bear any vertical pressure that would be brought upon them, and so informed Mr. Putnam; my own plan was for the clasps instead of the pintle; the theory of scientific books and the practice in other mills show that an ample and enormous marginal security was left in the use of these pillars; they were made ten-fold stronger than was required, according to the calculations, to sustain the weight which they held; I have no doubt that they were bought in absolute good faith by Mr. Putnam; the only error that I can see is in buying them at so much per column, instead of so much per pound; in regard to testing these pillars, we accidentally let one fall and it broke; Mr. Coolidge saw it, and reported to me: we made all the noise about it we could; what I said to Mr. Putnam I do not remember; the only test usually applied to castings is to find them externally perfect.

Question—Would not a blow from a nail-hammer have sunk through the castings which you have seen?

Answer—We should not have used a nail-hammer, but should have thought them much stronger; we never mistrusted they were in such a condition as that; the specimens which I have seen indicate a most careless manipulation of the core in the casting.

A piece of one of the hollow pillars was here shown Mr. Bigelow, with a piece of wrought iron fastened to the interior on one of the sides. Mr. Bigelow did not understand its nature.

Mr. John C. Hoadley (formerly Superintendent of the machine shop and foundry here) was called and explained that it was technically called a choplet, and was necessary in the construction of hollow columns to keep the core in its place.

Mr. Bigelow then resumed, stating that there were, undoubtedly, defects in the pillars, which were not visible at the time of their purchase. He also affirmed, in the strongest terms, that the mill was remarkable for its steadiness, and that the machinery ran with unusual ease and smoothness.

At 7 o'clock in the evening the inquest which had been adjourned was resumed.

Mr. Eldridge Joslyn, for 38 years a founder, testified with reference to the pillars in the Atlantic Mills. They weighed 900 pounds each, and were tested by being struck with a sledge-hammer; these pillars were stronger and larger than those in the Pemberton Mill; knew Albert Fuller, of the Eagle Iron Works, where these were cast; he was always underbidding others; told him they were making pillars too cheap; they used to fail every year, but Fuller was always foreman; a movement of machinery would not cause a blind crack; it would be noticed immediately; have heard that the Pemberton Mill was weak, but heard no allusions to the iron-work.

John C. Hoadley, Supprintendent of the Lawrence Machine shop for seven years, testified that the defect in the pillars is the eccentricity of the core; when the pillars are cast thicker on one side, the thin side cools quickest, and the unequal tension renders them liable to snap; we test by inspection and hammering; a difference of half an inch could be detected; have seen these pillars at the ruins, which, if properly inspected, should have been rejected; witness was struck with the lack of stability in the lines of support at the Pemberton Mill; if one pillar broke it seems that the whole must go down; the jar of machinery would act like repeated blows.

Adjourned until 9 o'clock, Thursday.

AID FOR THE DESTITUTE.

ADDITIONAL DONATIONS FROM THIS CITY.

NEW-YORK, Wednesday, Jan. 18, 1860.

Additional donations received for the relief of the sufferers at Lawrence, Mass.:

Previously acknowledged	$1,455	W. J. Morrison, No. 79 Chambers-st	10
Moses Taylor & Co	100	Bronson, Slocum & Hopkins	10
Goodhue & Co	100	W. D. Sewall	10
Horace Greeley & Co., N. Y. *Tribune*	250	W. F. B	5
Edw'd Lambert & Co.	25	C. J. R	5
Cochran & Co	25	Grinnell, Minturn & Co	100
Hastings, Plimpton & Co	25	E. H. C	5
No. 43 Chambers-st	10	S. S. Constant and family	45
T. R. Mellwaine	10	W. M. Jones & Co	25
Payton & G	5	D. S. Gregory & Co.,	
Lewis B. Brown & Co.	10	American Mills, Jersey City	50
Leavitt, Toler & Co	10	Charles H. Seaman	5
Sprouls, Meeker & Co	10	John Anderson & Co.	25
Gustavus Wolfers & Co	10	R. P. B. & Co	20
Taylor & Dickson	10	Cash	5
John Butler, No. 79 Chambers-st	10	Cash	25
Rev. O. S. H. Turner	10		
Total			$2,234

ADDRESS OF GOV. BANKS TO THE EXECUTIVE COUNCIL.—Gov. BANKS, of Massachusetts, on Tuesday gave his Council some of his views on State affairs, in the form of an address. After defining what he thinks to be the duty of the Council, he says that the first matter which they will need to attend to is the approval of bonds in favor of the Troy and Greenfield Railroad, in aid of the Hoosac Tunnel. Three instalments of this scrip, amounting to $198,000, have already been issued. In the next place they are to look after the final disposal of the interests of Massachusetts in the public lands of Maine. He proposes that American and foreign paupers in the State institutions shall be separated, and objects to sending children to the State Reform School upon complaints by Justices of the Peace for mere stubbornness or idleness.

CITY INTELLIGENCE.

THE LIMITATION OF THE POWER OF SUPERINTENDENT PILSBURY.—The difficulty between Mayor WOOD and the Superintendent of Police, which has already been referred to, originated in the following manner: A few days since Mayor WOOD sent Capt. HABST to Superintendent PILSBURY, with a message stating that he desired twelve extra men, whom he specified, to be detailed for extra duty at the City Hall Precinct. Superintendent PILSBURY replied that he would inquire into the matter, and if it appeared that the men were of the right character he would make the changes with pleasure. At the special meeting on Monday Mayor WOOD insisted that he had the exclusive right of determining who should serve him, and that he had selected men in whom he had confidence. Superintendent PILSBURY claimed that he had not abused the authority vested in him, and that if any could be shown he would return it to the Board. The members present declared their confidence in him, but immediately passed the resolution which limits his powers. Superintendent PILSBURY feels aggrieved, but has declared no intention of resigning, although he still asserts that he will not submit to be made an automaton.

TEMPERANCE ANNIVERSARY.—The Seventeenth Anniversary of Harmony Division, No. 5, Sons of Temperance, was celebrated at Columbian Hall last evening. There was a large attendance of members many of whom brought their families with them to join in the festivities of the occasion. The entertainment consisted of brief addresses from Bros MORGAN, MCKITCHNIE, HALL, CAMPBELL and HILL songs by the Glee Club, and refreshments. From the tenor of the speeches, it would appear that the Temperance movement is at present undergoing a favorable reaction throughout the State. The reports from the various Divisions are highly encouraging, while Harmony Division, which has always been one of the most flourishing in the State, has received a large accession of new members during the past year.

ORIENTAL GYMNASIUM.—The members of the Oriental Gymnasium, No. 48 Bayard-street, gave an exhibition, complimentary to the Seventh Regiment last evening. A large audience, including many military men and ladies, was present, and the exercises were highly creditable to those who took part in them. The athletic feats performed on the parallel bars, ladders, rings, and balancing pole, the lifting of heavy weights, "and ground and lofty tumbling," called forth plentiful applause. It is proposed to add to the famous Seventh Regiment (National Guard) a Company trained in gymnastics *à la Zouaves*, and Messrs. FERGUSON & OVERSON, the proprietors of the Oriental Gymnasium, are about to open an institution for the training of those who will constitute the Company, in Seventh-street, near the new drill-rooms of the Regiment, over Tompkins Market.

UP-TOWN MARCH OF BUSINESS.—Bond-street, once the head-quarters of fashionable society, and only a few years ago filled exclusively with private residences, is yielding to the resistless tide of business. Two or three business establishments have already invaded its precincts, and as it is the first step which tells in such a movement, they will have followers and imitators rapidly. BATCHELOR & BROWN have taken possession of the old mansion of GIDEON LEE; No. 1 is occupied as a restaurant, and a new hardware-store is soon to be opened next to the residence of Dr. FRANCIS. This is the natural progress of events, and in due time even Fifth avenue will probably go through a similar experience.

RESUMING OPERATIONS.—The Caledonia Total Abstinence Society, which was organized in 1843, had to suspend its operations about two years since, because of a depleted treasury, and a lack of interest on the part of its members. Within the past few weeks, however, efforts have been made to revive the Society, and the third meeting since it has resumed operations was held last evening, at No. 187 Bowery, when addresses were made by Mr. JOHN DUNN, the President of the organization, Capt. MORRIS DE CAMP, of the Police, and others. Some signatures were obtained to the total abstinence pledge, and the meeting adjourned.

A COMPANY OF CHILDREN GOING WESTWARD.—The Children's Aid Society yesterday sent a company of forty children to the West. They went under the charge of Mr. C. C. TRACY, and were mostly orphans and destitute boys and girls. A poor lad, who had lately lost his mother, excited much interest by a simple but affecting incident. He was putting aside the old cap he had worn, and was observed to take out the lining and place it in his pocket very carefully, while a tear stole down his cheek. It was the only memorial of his mother, having originally formed part of her dress, and he wished to preserve it. The children were neatly dressed and looked very happy.

LONGSHOREMEN'S SOCIETY.—The Longshoremen's United Benevolent Society held its regular meeting, at its hall in Roosevelt-street—the President, RODGER MCGRATH, Esq., presiding. The meeting was a very large one, and was composed of men in rough clothes but with honest looking faces. The business transacted was of a purely routine character, with the exception of the passage of a resolution in favor of donating $50 to the Secretary, THOMAS FOLVEY, Esq., who has served the Society at his present post for two years, and has received no compensation for his services. The resolution was adopted with great unanimity, and the Society adjourned to meet again on the first Wednesday in February.

SOCIAL GATHERING AT THE UNION METHODIST CHURCH.—The members of the Union Methodist Church, in Sixteenth-street, between Seventh and Eighth avenues, held a social meeting last evening, for the purpose of rendering pecuniary aid to their Pastor, Rev. S. CURRY. An admission fee of 25 cents was charged, and as the building was well filled, the Pastor received quite a handsome sum. Mr. R. W. HIBBARD made the first address. Prof. MATTISON also spoke, and was followed by Rev. D. W. GRAHAM, who insisted on the duty of the laity to support ministers with liberality.

YOUNG MENS' REPUBLICAN CENTRAL COMMITTEE.—The weekly meeting of this Committee was held last evening at their Rooms, No. 618 Broadway. Hon. CHARLES S. SPENCER, of the Sixteenth Ward, was appointed temporary Chairman, and W. E. PABOR, of the Twelfth, and Mr. THOMPSON, of the Twenty-first Ward, Secretaries. A special Committee was appointed upon the contested seats of the Sixth and Eleventh Wards, and the Committee adjourned to the 25th instant.

A WEDDING TURNED INTO A FUNERAL.—JOHN J. RENNEY, a young mechanic, who resides at No. 220 Mott-street, was taken suddenly ill on Tuesday evening, as is supposed from disease of the heart. He was taken into a drug-store, near which he happened to be walking, and died in a few minutes. He was to have been married on Sunday next, and had in his pocket the wedding ring, which he had just purchased.

FRAUDULENT JUDGMENTS AGAINST THE CITY.—Under an act of the Legislature empowering the Comptroller to employ counsel to open judgments, which he supposed to be fraudulent, that had been obtained against the City, Mr. HAWS has commenced proceedings to set aside various judgments, amounting in the aggregate to $13,000. Success in these cases will encourage him to further efforts.

HOW TO CATCH THEM.—It is suggested that employers should insist on having daguerreotype likenesses of servant girls whom they may engage, that those who are in the habit of absconding, taking with them whatever they can lay their hands on, may be apprehended.

A SUCCESSFUL PICKPOCKET.—Capt. HUNT, of the Sailors' Retreat, Staten Island, came to this City a few days ago, and after drawing $500 with which to pay his employes, went to Washington Market to transact some business. On starting to return home he found that his money was gone.

REPORTING.—Messrs. UNDERHILL & ROBERTS, both skillful and experienced short-hand reporters, have opened an office in partnership for general reporting.

CITY GOVERNMENT.

THE BOARD OF EDUCATION.

THE BIBLE QUESTION AGAIN—IT GOES TO THE COURTS—THE STANDING COMMITTEES FOR 1860.

At a special meeting of the Board of Education held last evening, a communication from the School Officer of the Fourteenth Ward, recommending the adoption of a resolution appropriating the sum of $2,481 for furniture and fixtures for the Colored School No. 1, in Mulberry-street, was adopted.

The resolution in relation to the reading of the Bible in the Schools, presented by Mr. WATERBURY at the last meeting, was called up, and on his motion laid on the table.

Mr. WARREN moved for a suspension of the rules, to enable him to offer the following:

Whereas, This Board, on the 14th of June last, enacted a by-law in regard to the reading of the Scriptures in the Schools; and

Whereas, Some Principals of the Schools have not conformed to its requisitions,

Resolved, That if one or more, or all of said teachers whose pay has been held back because the by-law was not conformed to, shall cause a *mandamus* from the Supreme Court to be served on the President and Clerk of this Board, to compel them to sign a warrant for the payments, the only answer and defence that shall be put in (all legal technicalities, if there be any, to be waived) shall be as follows: Of the law creating this Board—Sec. 18, 10, sub. 2—and the by-laws adopted, and the acknowledgmen's of the teachers that said by-law was not complied with, which appears on the pay-rolls.

Resolved, That the decision of a majority of the Justices of the Supreme Court for this County, as to the legality of said by-law and the withholding of said pay from the teacher, shall be binding on the part of the Board and on the part of said teachers, without carrying the question to a higher Court, it being agreed, also that the teacher can put in the case the fact that the local School Officers of their respective Wards have directed that the Scriptures shall not be read in the Schools under their jurisdiction.

Resolved, That the Honorable Justices of the Supreme Court of this County are requested to give an early decision in the case, if it be brought before them for a hearing, and the Clerk of this Board is authorized to prepare the documents named in the resolution.

Resolved, That $100 be, and it is hereby appropriated, for necessary expenses in the matter by the teachers.

Mr. WATERBURY thought it a very queer resolution It was a sort of higher-law resolution, as it prescribed who should judge the case, and what should come before the judges. It was also unjust, because I placed the teachers in the attitude of fighting the Board. He considered the resolution offered by himself at the previous meeting, and which had been laid on the table.

Mr. WARREN said he had intended the appropriation of $100 for the teachers' expenses.

Mr. TUCKER hoped the rules would not be suspended. The spirit of compromise shown was childish. There was only one way for the Board to act, and that was to meet the case manfully.

The motion to suspend the rules was then put, and the vote was 27 in the affirmative, and 14 in the negative. Lost for want of a constitutional majority.

Subsequently the resolutions came up in the regular order of business, and were referred to a committee of three, consisting of Messrs. WATERBURY, WARREN and BYRNES.

A report in favor of confirming the nomination of DENNIS MCCARTHY to a seat in the Board from the Nineteenth Ward, was received, and the nomination was confirmed—there being only four votes against it.

A report in favor of confirming the nomination of Mr. JAMES CUSHING, Jr., as Trustee for the Seventeenth Ward, was adopted, and the nomination was confirmed.

The President announced the following Committees in addition to those elected by the Board:

Annual Report—O'Keefe, Waterbury, Reynolds, Andrews, Brennan.

New Schools—Green, Stafford, Shine, Gould, McCay.

Sites and School-houses—Tuttle, Cantrell, Peters, Bytle, Farley.

School Furniture—Glover, Mason, Cavanagh, Rhodes, Cantrell.

Warming and Ventilation—Crozier, Marriner, Shine, Benedict, McGuire.

Repairs—Coger, Tucker, Brennan, McCarthy, Metzger.

Supplies—Davenport, Glover, Warren, O'Keefe, Sager.

Auditing—Dougherty, Warren, Stone, Gould, Slote.

By-laws, Rules and Regulations—Waterbury, Coger, Green, Benedict, Glover.

Elections and Qualifications—Lydecker, Crozier, Farley, Andrews, Shine.

Correspondence—Farr, Watson, Reynolds, Gregory, Begg.

Course of Studies and School Books—Stout, Davenport, Sager, Benedict, Slote.

Teachers—Fairman, Byrne, Timson, Peters, Dougherty.

Salaries and Offices—Peters, D. H. Gildersleeve, Marriner, Rhoues, C. S. Gildersleeve.

Libraries—McGuire, Metzger, Dougherty, Begg, Lydecker.

Free Scholarships—Cavanagh, Reynolds, Watson, Rhodes, D. H. Gildersleeve.

Printing—Sager, Farr, Fairman, Brennan, McCarthy.

Annual Estimate and Apportionment—Benedict, Begg, Stafford, Cavanagh, McCay.

The Board then took a recess for fifteen minutes to enable the Special Committee on Mr. WARREN'S resolutions to consider their report. When the time had expired, Mr. WARREN, for the Committee, reported in favor of his resolutions, with the following additional one:

Resolved, That as soon as the *mandamus* hereinbefore provided for shall have been served upon the President of this Board, the President and Clerk are hereby authorized to pay the salaries of all teachers except the one in whose name the said *mandamus* shall be brought.

The vote on the adoption of the report resulted as follows: Ayes, 30; Noes, 6.

The Board then adjourned.

AFFAIRS AT THE MAYOR'S OFFICE.

The rules promulgated by M